

0041-1

Map 6-46 in the EIS is revised to show the location of your gravel pit.

Please provide your contact information. This information and your comments will be publicly available.

Name: Carol Avelsgaard Phone: 732-846-5253
Street Address: 105 North 2nd Ave
City: Highland Park State: NJ ZIP: 08904
Email: avelsgaard@msn.com

Share your comments on the Draft EIS regarding the Great Northern Transmission Line project. Be as specific as possible.

- What information or analysis needs to be clarified?
- What information or analysis is missing or incomplete?
- Are any specific edits needed to make the document complete and accurate?

Draft EIS section or page number: S-93 Information to be corrected or new information needed:

East of Battle Lake in 151-29-22 (Gravel Pit)
D2 Segment Option runs along the property line on the east
side. This pit is operational. The proposed Transmission Line runs
along a high, steep ridge. The west side of the ridge is
being mined for gravel and the ridge has been undercut.
It is not stable. Construction of the line would prevent me
from extracting more gravel.

0041-1

Draft EIS section or page number: _____ Information to be corrected or new information needed:

Notes: my summer address is
65629 Cty Rd 174
Northome, MN 56661
Phone 218-897-5106

Draft EIS section or page number: _____ Information to be corrected or new information needed:

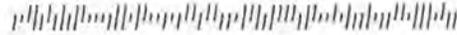
Energy Environmental Review and Analysis
 MN Department of Commerce
 85 7th Place East, Suite 500
 Saint Paul, MN 55101-2198



RECEIVED
 JUL 27 2015
 MAILROOM

WILLIAM COLE STORM
 MN DEPARTMENT OF COMMERCE
 85 7TH PLACE EAST STE 500
 SAINT PAUL MN 55101-2198

55101\$6013 C012



Comment Period: Draft Environmental Impact Statement
 Great Northern Transmission Line
 Docket Nos. E-015/TL-14-21

An environmental impact statement (EIS) evaluates the potential human and environmental impacts and possible mitigation measures associated with a proposed project. The EIS is issued as a draft so that it can be improved through public comment. The purpose of this comment period is to gather feedback about specific, factual information that needs to be clarified or included in the final EIS. Comments regarding new route alternatives are not considered.

After reading the Draft EIS, you might have developed a preference for a specific route alternative. This will be considered, but preferences are best expressed to an administrative law judge through the public hearing portion of the permitting process, currently scheduled for August 5, 6, 12 and 13, 2015.

Direct your questions regarding commenting or submitting your comments to the Environmental Review Manager, Bill Storm, at: bill.storm@state.mn.us or (651) 539-1844. Information regarding the proposed project is available at: <http://mn.gov/commerce/energyfacilities/Docket.html?id=33847>. For information regarding the public hearing contact the public advisor at consumer.puc@state.mn.us.

Public Comment Period Closes Monday, August 10, 2015

Comments must be post-marked or received electronically by the comment deadline.

How to comment:

- Submit this form to the Environmental Review Manager at a public meeting
- Mail this form remembering to affix appropriate postage
- Mail comments in a separate envelope using the mailing address on this form
- Fax comments to the Environmental Review Manager: (651) 539-0109
- Email comments to the Environmental Review Manager: bill.storm@state.mn.us
- Use the online comment form at: <http://mn.gov/commerce/energyfacilities/#comment>

Comments do not need to be on this form to be accepted. We encourage you to provide comments in whatever way is most convenient for you. If commenting by email or fax use "Public Comment: Great Northern Transmission Line DEIS (E-015/TL-14-21)" in the subject line.

THANK YOU for commenting on the Draft EIS!

Please fold, fasten, and mail. No envelope necessary.



GRAND FORKS ND 582

10 JUL 2015 PM 1 T



Bill Storm
Environmental Review Manager
MN Department of Commerce
85 7th Place East, Suite 500
St. Paul, MN 55101

5510186013



From: [David Foster](#)
To: [Storm, Bill \(COMM\)](#)
Subject: power line
Date: Thursday, July 30, 2015 9:25:14 PM

0043-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

I am against the power line going through Malung

| 0043-1

Janet Foster

From: [Linda Johnson](#)
 To: [Storm, Bill \(COMM\)](#)
 Subject: Fwd: TL-14-21 The Great Northern Transmission Line
 Date: Monday, July 13, 2015 7:56:03 AM

0044-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Dear Mr. Storm:

I apologize for a serious mistake in my previous email. The last statement should read: "I urge you to consider the overall environmental impact to this area and choose the **Red Route**".

0044-1

Thank you,
 Linda Johnson
 8614 Brant St NE
 Circle Pines, MN 55014

----- Forwarded message -----

From: **Linda Johnson** <linda.johnson888@gmail.com>
 Date: Sun, Jul 12, 2015 at 8:25 PM
 Subject: TL-14-21 The Great Northern Transmission Line
 To: bill.storm@state.mn.us

Dear Mr. Storm:

I am Linda Johnson, a property owner on Napoleon Lake in Itasca County. It is located in the heart of your proposed and favored transmission line route - referred to as the "Blue Route".

Public opposition to lines tends to focus on their visual and environmental impacts. In 1993 Priestly and Craik conducted a survey regarding public concerns with overhead powerlines (median percentage of respondents perceiving impacts) and here are those findings:

54%	aesthetics
50%	property values
45%	health
24%	safety
15%	noise
8%	TV radio reception

Objectives and benefits of using new transmission technologies that are available today:

- Increase power-carrying capacity within *existing* (constrained) ROWs.
- Reduce/minimize impacts of transmission lines: environmental, visual, footprint, etc.

I am opposed to the Blue Route. The Blue Route would create an undesirable footprint in a heavily hunted / hiked / ATV accessible wilderness area. It would displace wildlife. The men in my family hunt that area; we have hiked and picked berries and enjoyed the wildlife native to that area. The Blue Route will change that dramatically and forever.

I oppose the Orange Route for the same reasons as the Blue route. Why create another negative footprint?

Using the Red Route would make sense as you would piggyback on land that currently has overhead powerlines. The footprint would be much smaller. It would conserve the wilderness that all of us who live in and recreate in have come to appreciate and enjoy.

This is curious to me: I learned that the new lines would serve corporations / industry and you don't even have committed customers for this approved project.

I urge you to consider the overall environmental impact to this area and choose the **Red Route**.

Sincerely,
 Linda Johnson
 8614 Brant St NE
 Circle Pines, MN 55014

From: [Susan Lisell](#)
 To: [Storm, Bill \(COMM\)](#)
 Subject: Great Northern Transmission Line: TL-14-21
 Date: Friday, July 31, 2015 8:52:13 AM

July 31, 2015

TO: Mr. Bill Storm
 Ms. Ann O'Reilly
 Representative Dan Fabian
 Senator LeRoy Stumpf

SUBJECT: COMMENTS CONCERNING THE REQUEST BY MINNESOTA POWER FOR A ROUTE PERMIT FOR THE GREAT NORTHERN TRANSMISSION LINE/DRAFT ENVIRONMENTAL IMPACT STATEMENT

REFERENCE: MPUC DOCKET NO. E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637

My name is Susan Lisell and I am a *property owner and agricultural producer* of Roseau County Minnesota. I am writing to express my strong support for Minnesota Power's preferred route as submitted on April 15, 2014 in the above-referenced dockets, and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy.

The amended border crossing and power line route proposed by Minnesota Power is the only feasible border crossing and power line alignment through Roseau County, given the agreement between Minnesota Power and Manitoba Hydro.

The route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service were submitted without input from Roseau County and its residents.

I am opposed to the proposed route alternatives, including the Roseau Lake WMA Alternative --Segments 1 & 2, in Roseau County. These alternatives will cause significant negative impacts on private property owners and agricultural land use, and interfere with the safe and orderly operation of the Roseau Public Airport. Additionally, the proposed alternatives will unnecessarily increase the length of the power lines in Roseau County.

The impact to agricultural land uses and human settlements must be minimized. After careful and thoughtful review of the various proposed routes through Roseau County, I believe that Minnesota Power's proposed route would accomplish these objectives to the greatest extent possible.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), require the granting of easements across fertile and productive agricultural land. Access to these easements present the potential to cause sustained damage to the agricultural land as Minnesota Power constructs and maintains the power lines that follow the easements.

These easements will also create artificial boundaries in the fields where noxious and harmful weeds and plant life can grow and cause damage to the surrounding agricultural land. These noxious and harmful weeds and plant life can have a significant negative impact on the overall production of the planted field. These easements will create drainage problems for the fields and will increase the difficulty to place drain tile in the fields.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), disregard and effectively negate over three years of good faith dialogue and participation by Roseau County officials and its residents, who have been working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that will provide the least impact to residents, property owners and agricultural land.

0046-1

The scoping process provided an opportunity to recommend alternatives to be analyzed in the EIS, including the border crossing alternatives submitted by the MnDNR and USFWS. For the range of reasonable alternatives, impacts to human settlement, agriculture, land use, vegetation, and airports/airstrips are among the impacts evaluated in the EIS. No changes are made to the EIS in response to this comment.

0046-1

0046-1 cont'd

0046-1
Continued

Minnesota Power's extensive planning process, for this project, was conducted in a very deliberate and transparent manner. Minnesota Power used a voluntary outreach approach that included multiple open houses for Roseau County residents and multiple meetings with Roseau County officials. This approach and collaboration resulted in the realignment of the originally proposed border crossing further to the east to avoid potential impacts to any future expansions of the Piney-Pinecreek Border Airport and the Department of Natural Resources' Roseau River Wildlife Management Area. Minnesota Power's proposed route through Roseau County minimizes impacts on private property owners and agricultural land, while maximizing use of state lands and current power line easements.

The Minnesota Department of Natural Resources and US Fish & Wildlife Service had ample opportunity to participate in the initial Minnesota Power planning process. Yet, these two government agencies waited to propose additional border crossings and route alternatives that were carried forward into the scope of the draft EIS without input from Roseau County and its residents.

This back door, after the fact, approach demonstrates a total lack of respect for the planning process, Roseau County and its residents. Based on past history of the Minnesota Department of Natural Resources, concerning projects of this nature, it is my perception that this is DNR's "business as usual" approach to this type of situation.

I request that the Minnesota Power's preferred route, as submitted on April 15, 2014 in the above-referenced dockets and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy, be selected.

I request that the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service be removed from consideration.

Sincerely,

Susan C. Lisell

24459 County Road 129 Roseau, MN 56751

218-424-7743 or cell phone 218-452-0081

qjslisell@gmail.com

From: [Joanna Lisell](#)
 To: [Storm, Bill \(COMM\)](#)
 Subject: Great Northern Transmission Line: TL-14-21
 Date: Friday, July 31, 2015 8:48:19 AM

July 31, 2015

TO: Mr. Bill Storm
 Ms. Ann O'Reilly
 Representative Dan Fabian
 Senator LeRoy Stumpf

SUBJECT: COMMENTS CONCERNING THE REQUEST BY MINNESOTA POWER FOR A ROUTE PERMIT FOR THE GREAT NORTHERN TRANSMISSION LINE/DRAFT ENVIRONMENTAL IMPACT STATEMENT

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These easements will also create artificial boundaries in the fields where noxious and harmful weeds and plant life can grow and cause damage to the surrounding agricultural land. These noxious and harmful weeds and plant life can have a significant negative impact on the overall production of the planted field. These easements will create drainage problems for the fields and will increase the difficulty to place drain tile in the fields.

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0047-1

The scoping process provided an opportunity to recommend alternatives to be analyzed in the EIS, including the border crossing alternatives submitted by the MnDNR and USFWS. For the range of reasonable alternatives, impacts to human settlement, agriculture, land use, vegetation, and airports/airstrips are among the impacts evaluated in the EIS. No changes are made to the EIS in response to this comment.

0047-1

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I request that the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service be removed from consideration.

Sincerely,

Susan C. Lisell

24459 County Road 129 Roseau, MN 56751

218-424-7743 or cell phone 218-452-0081

qjislisell@gmail.com



To: Bill Storm, Environmental Review Manager

Subject: Great Northern Transmission Line: TL-14-21

Dear Mr. Storm:

I am concerned about the Scoping Decision Route that goes across, and thereby forms, Beltrami North Variation 1. The right of way of this route is largely private land. It includes residences and farmland that is farmed by my son and me. I am concerned because of the difficulty of farming around the towers, especially with large equipment. We would have to give them wide berth to avoid hitting them with, say, the far end of a wide cultivator or field sprayer. Aerial spraying of crops would be difficult, if possible at all. Yet sometimes it is our only alternative if the land is too wet to permit ground travel.

It seems to me that the people who proposed this scoping decision route didn't make much, if any, effort to avoid either farmland or homes. What they apparently did try to avoid was having the route go through public land. This is surprising to me since I thought that a primary objective of any proposed route is that it minimizes affecting homes, farmland, and other private land use.

I don't understand the aversion to having a route cross public land. I don't see what great negative effect is assumed to result by crossing such land. What possible negative effect on the environment, on wildlife, or on the movement or retention of water could have seemed so monumental that it would outweigh the considerable negative effect of crossing a good deal of farmland and numerous homes. I have observed the similar existing power line crossing public land near the farm where I live numerous times each year for all the years since it has been installed. Since most of these times were during deer hunting season, I have been near it for prolonged periods and various times of day. For the most part it is still and silent, although it will often crackle or buzz when exposed to snow, light rain, or moisture laden air. Wind doesn't affect it and the wildlife doesn't seem to mind it, treating it like any other sizable opening. Indeed, the wildlife appears to benefit from the grassy areas on the higher land and the low willows and water tolerant non-woody vegetation on the lower areas. It generates a powerful electromagnetic field, but the vegetation appears unaffected. Once the line is in place, its physical presence consists of nothing more than a supported tower every quarter mile or so and wires strung high overhead, so its contact with the soil is too scant to affect water movement. In the unoccupied and unfarmed areas that I have observed, I have detected no negative effect worth mentioning, let alone the huge negative effect needed to explain the aversion to cross public land in conjunction with the willingness to ignore the priority directive displayed by the creators of that part of the Scoping Decision Route I have been discussing. Perhaps there have been unbiased, well designed scientific studies of this kind of situation, but I do not know of any.

Thank you for your consideration of my concern about this Scoping Decision Route.

John A. Lund

0048-1

Impacts to agriculture are discussed in Chapters 5 and 6 of the EIS. As discussed in Section 1.3.4.4 of the EIS, once a route is selected and a permit is issued, the Applicant would contact landowners to gather information about their property and their concerns and discuss how the ROW would best proceed across the property.

0048-1

No changes are made to the EIS in response to this comment.

0048-2

Beltrami North Variation 1 was developed with the intent to avoid USFWS Interest Lands. This alternative one of the scoping comments received for the proposed Project. Based on all of the scoping comments received, the DOC-EERA issued the scoping decision for this EIS on January 8, 2015 (Appendix D). The scoping decision identifies matters to be addressed in this EIS, including resources potentially impacted by the project and alternative route segments and alignment modifications - beyond those proposed routes and associated facilities proposed by the Applicant.

0048-2

No changes are made to the EIS in response to this comment.

June 23, 2015

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MAILROOM

Bill Storm
Environmental Review Manager
MN Department of Commerce
85 7th Place East, Suite 500
St. Paul MN 55101

RE: Great Northern Transmission Line: TL-14-21

Dear Mr. Storm,

With all due respect, I oppose the Minnesota Public Utility Commission's proposed Balsam Variation alternative route of the Great Northern Transmission Line for the following reasons:

1. The Balsam Variation route is not cost effective compared to Minnesota Power's preferred Blue Line route. The Blue Line route, as you know, is a straight line route. The Balsam Variation route zig-zags to take advantage of a 65 foot right-of-way that currently exists. However, an additional 135 feet of right-of-way will still have to be cleared to accommodate the new transmission line.
2. The Advisory Task Force appointed for this project indicated that minimization of impacts to private land and landowners were a priority and the Balsam Variation route developed during Scoping does not satisfy this recommendation. The Balsam Variation route would impact a lot more private land and landowners than the Blue Line route.
3. Also, the Balsam Community Center, Balsam Volunteer Fire Department, Balsam Bible Chapel, parsonage, community playground, tennis courts, softball/baseball field would all be included in the middle of the Balsam Variation right-of-way.
4. As a part owner of 84 acres of undeveloped property located entirely within the Balsam Variation right-of-way, which includes approximately 3,000 feet of undeveloped lakeshore, I am concerned about the impact this new transmission line would have the valuation of our property.
5. In addition, I would like to know what impact this transmission line would have on our ability to sell our property at fair market value should we decide to sell at some point in the future.
6. Minnesota Power's intent was to design the transmission line route to maximize separation from existing homes and cabins. The Blue Line accomplishes that goal. The Balsam Variation route right-of-way would run right behind my family's hunting shack which is on a hill overlooking Snaptail Lake.
7. The transmission line is capable of producing an audible noise produced by corona discharges from transmission line conductors. Minnesota Power states that this noise, which resembles a subtle crackling sound is typically only within the threshold of human hearing during rainy or foggy conditions. They also stated that during light rain, dense fog, snow and other times there is moisture in

0049-1

The EIS provides cost comparisons for the proposed routes compared to the variations in Chapter 6. All alternatives will require new ROW for its entire length. While some alternatives parallel existing transmission lines, none of the alternatives share ROWs with existing transmission lines. No changes are made to the EIS in response to this comment.

0049-2

The scoping process provided the opportunity to recommend alternatives to be analyzed in the EIS. The EIS analyzes potential impacts to land use and land ownership for each alternative.

No changes are made to the EIS in response to this comment.

0049-3

0049-1 As shown Map 120 in Appendix S of the EIS, these resources are located within the Balsam Variation route width, not the ROW.

No changes are made to the EIS in response to this comment.

0049-2

0049-4

A discussion about the potential effects of transmission lines on property values is included in the EIS in Section 5.2.1.4. This includes a summary of the potential range of property value effects attributed to transmission lines. Further, Appendix J, Property Values Supplement provides a summary of the literature regarding the relationship between transmission lines and property values used to develop the property values analysis in Section 5.2.1.4.

0049-3

No changes are made to the EIS in response to this comment.

0049-4

0049-5

0049-5

The scoping process provided the opportunity to recommend alternatives for the EIS. The EIS analyzes potential impacts to residences for each alternative.

0049-6

No changes are made to the EIS in response to this comment.

0049-6

Noise is discussed in Section 5.2.1.2 of the EIS.

No changes are made to the EIS in response to this comment.

the air, the proposed transmission lines may produce audible noise higher than the background noise levels in some rural areas. Deer hunting on our property has been a tradition for over 50 years and I am concerned how this will impact my family's deer hunting success in the future.

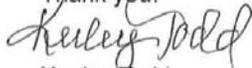
8. From a health and safety point of view, Minnesota Power also refers to "induced voltage", which occurs when an electric field reaches a nearby conductive object, such as a vehicle or metal building and it induces a voltage on the object. Then, if the object is insulated or partially insulated from the ground and a person touches that object, a small current would pass through the person's body to the ground. This might be accompanied by a spark discharge and mild shock, similar to what can occur when a person walks across a carpet and touches an object. Minnesota Power states induced voltage normally is not a problem. Again, this transmission line will impact my family's hunting land due to the fact that it will reduce the amount of land my family will be able to hunt on.

Summarizing noise and potential voltage (shock) issues, we find it hard to believe that these are NOT health issues. One of our deer hunters was never comfortable with the emissions from the old power line and a new higher voltage power line would, in her mind, make that area unusable for anything including deer hunting.

9. When Minnesota Power removed the existing transmission line, they told us we could do whatever we wanted to do with our property, such as plant trees. Trees along with an apple orchard were planted and we had every intention of using our property to its fullest. Now, once again, we face the threat of not being able to use our property the way we want to.
10. There is an existing osprey nest on the property adjoining our property and if you were to drive where roads/highways intersect with the proposed power line right-of-way, you would see a great number of nesting sites.

Based on the reasons stated above, I am respectfully asking you to remove the Balsam Variation from consideration for the Great Northern Transmission Line.

Thank you!



Keeley Todd
PO Box 354
201 1st Street
Bovey MN 55709-0354

41259 Scenic Highway
Bovey MN 55709

0049-6 cont'd

0049-6
Continued

Noise is discussed in Section 5.2.1.2 of the EIS.

No changes are made to the EIS in response to this comment.

0049-7

0049-7

Section 5.2.2.4 in the EIS discusses induced voltage. Section 5.2.1.2 of the EIS presents the estimated audible noise levels from the from the proposed 500 kV transmission lines under rainy conditions (worst case scenario for noise generated from corona effect). Section 5.2.2.8 of the EIS discusses public safety hazards associated with the proposed Project including electrical shocks.

No changes are made to the EIS in response to this comment.

0049-8

0049-8

The EIS provides an analysis of residences within the ROW as well as within the route for all alternatives. Also, as discussed in Section 1.3.1.4 of the EIS, once a route is selected and a permit is issued, the Applicant would contact landowners to gather information about their property and their concerns and discuss how the ROW would best proceed across the property. No changes are made to the EIS in response to this comment.

0049-9

0049-9

As discussed in Section 2.11.1 of the EIS, the Applicant would incorporate industry best practices to minimize impacts to migratory birds, which are consistent with the Avian Powerline Interaction Committee (APLIC's) 2012 guidelines. In addition, the MN PUC Route Permit could require that the Applicant develop and implement an Avian Protection Plan. The Applicant would coordinate with the MnDNR and other appropriate agencies in the development of an Avian Protection Plan.

No changes are made to the EIS in response to this comment.

July 30, 2015

Mr. William Cole Storm
Environmental Review Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
St. Paul, Minnesota, 55101

Dear Mr. Storm:

RE: Great Northern Transmission Line Border Crossing

As you are aware, Manitoba Hydro is the Proponent for the Canadian portion of the 500 kV transmission project known in Canada as the 'Manitoba-Minnesota Transmission Project,' and in the U.S. as the Great Northern Transmission Line (Project). We recently reviewed the Draft Environmental Impact Statement (EIS) (June 19, 2015), submitted by the Minnesota Department of Commerce - Energy Environmental Review and Analysis Staff and U.S. Department of Energy.

The Draft EIS identifies a number of border crossing variations that are under consideration. Manitoba Hydro would like to provide the following comments regarding selection of the border crossing:

1. Manitoba Hydro can only support the agreed-upon border crossing located at Lat. 49 00 00.00N; Long. 95 54 50.49W; known as the Proposed Border Crossing - Blue/Orange Route in the Draft EIS and noted as the MH Preferred Border Crossing and shown as a light blue area on the attached map.

0051-1

Manitoba Hydro completed a robust, transparent comparative analysis of routes and all potential border crossings using a process based on the EPRI-GTC Overhead Electric Transmission Line Siting Methodology. This process:

- Evaluated numerous social, technical and environmental factors, similar to those criteria identified in the Minnesota Public Utilities Commission routing and siting regulations (such as land use, human settlement, agriculture, forestry, cultural and historic resources, wildlife, rare species, water resources, noise, air quality, health and safety, engineering constraints, etc.);
- Incorporated routing preferences (that is, a weighting of the routing criteria) based on discussions with internal and external stakeholders; and
- Used this data to identify and rank potential border crossings and routes.

0051-2

Using this methodology, Manitoba Hydro determined that Piney East Border crossing (MH Former Border Crossing shown in light grey on the attached map) which encompassed Border Crossing Hwy 310 Variation, was not a feasible border crossing for a variety of compelling reasons. These included, but were not limited to, the fact that routes to this crossing traverse areas of high biological diversity that had been noted by government agencies and environmental

0051-1

Thank you for your comment. Section 1.3.2 of the EIS is updated to indicate the border crossing location developed by Manitoba Hydro in their planning process.

0051-2

DOE notes Manitoba Hydro's concerns related to the Border Crossing 500 kV Variation and the Border Crossing 230kV Variation alternatives, which were not analyzed by Manitoba Hydro in its planning and environmental process for the Canadian portion of the proposed transmission line. Section 1.3.2 of the EIS is updated to indicate concerns related to these crossings which are comprised of public (Crown) land immediately north of the international border and this land is identified as supporting aboriginal uses of great importance to First Nations in the Province of Manitoba.

non-government organizations. Furthermore, this area is primarily composed of Crown (public) lands, which support traditional Aboriginal use and First Nations noted significant concerns in regards to route alternatives in this area. Border Crossing 500 kV Variation and the Border Crossing 230 kV Variation were outside of the agreed upon Border crossing and thus were not analyzed but would pose many of the same challenges.

Based on our environmental analysis and public, First Nations and Métis engagement processes, in consultation with Minnesota Power, the Proposed Border Crossing - Blue/Orange Route was selected as the preferred end point for each entity. While other border crossings were favored by each entity, the Proposed Border Crossing – Blue/Orange route was jointly selected because it balances environmental, technical, and stakeholder impacts on both sides of the border.

The preferred route and border crossing were presented as part of a third round of our engagement processes earlier this year. With the feedback received and through the environmental review work being undertaken, Manitoba Hydro determined the final placement of the transmission line and will submit an environmental impact statement to Manitoba Conservation and Water Stewardship. An application will also be filed with the National Energy Board in September. Manitoba Hydro **does not** have routes that connect to the border crossing variations included in the Draft EIS. Our application will only include the Proposed Border Crossing - Blue/Orange Route location developed and agreed upon by Manitoba Hydro and Minnesota Power.

Manitoba Hydro and Minnesota Power have made a business commitment to have the Project in service by June 2020. Selection of a border crossing location that does not align with our border crossing and route jeopardizes this commitment and the Project.

Should you have any questions or require further clarification please do not hesitate to contact me at 204-360-4394.

Regards,

Original signed by Shannon Johnson

Shannon Johnson
Manager
Licensing and Environmental Assessment Department
Manitoba Hydro
820 Taylor Ave (3)
Winnipeg, Manitoba
R3M 3T1

Attachments: 1

Cc: Julie Ann Smith, PhD, Federal Document Manager
DOE Office of Electricity Delivery and Energy Reliability
1000 Independence Avenue SW
Washington, DC, 20585

Docket
number TL-14-21

My name is Larry Sullivan. I am a land owner on The Blue Route north of Effie. I understand The blue route has ~~the~~ less residents living along it especially on my end. However I went and received a Bldg permit in 2012 from Koch Co.

There were some surveyors around but they said it was for The new sub station built by Great River Energy, THATS A 1/4 down The rd. When The weather is right I can hear snow + rain crackle on The lines.

Nothing was said and I've never been notified of Great northern proposed route or I wouldn't have built my dream home ~~at~~ 1200 FT from The Blue Route. I am disabled and have put my life savings in my home. If this goes ~~thru~~ thru they have taken my life savings from me. My home will be worth less than half because of ~~this~~ this route - (worth of me big power line is 9 tenths of a mile away, East of me great rivers smaller line is 800 FT away if blue RT goes than west will be 1200 FT from my house and south will be less than 5 tenths of a mile.

Not many people would be willing to buy a house that's surrounded by big power lines.

Not to mention my peace and quiet from construction and forever when The power goes on.

If The Blue Route is just proposed why is there land clear all ready 1 mile

0052-1

0052-1

All comments on the EIS are part of the record that will be reviewed by the Administrative Law Judge (ALJ) before a route permit decision is final. The comments about your property and home are included in this review. There is flexibility in final design and permitting so that if the Blue Route is selected, the Applicant will work with you to minimize impacts to your property.

The MN PUC will not make a decision on the Route Permit until early 2016. The MN PUC is required to review the EIS and select a route based on the information provided in it. While the Applicant has stated their preference for a route, the final route decision is not theirs - the decision will be made by the MN PUC.

No changes are made to the EIS in response to this comment.



0052-1 cont'd

0052-1
Continued

North west of me and ribbons on
the route S.E. of me

I don't think this was handled very
well, I was not informed of this till
2 wks ago by a neighbor.

1165 Co. Rd 62 Green is my 911
address Green is about 50 to 60 miles from
me. I tried to get my address changed
but Koch Co. Sheriff wouldn't change 911
address, I tried for 2 yrs.

There is another rt. which makes more
sense. ~~the~~ follow the power lines another
1 mile then turn south there isn't any
property owners on that route

My address is
P.O. Box 7 Effie Minn 56639
Phone # 218-251-1260

Sincerely,

Larry Sullivan

Please provide your contact information. This information and your comments will be publicly available.

Name: Gale OLSON Phone: 218-463-2261
Street Address: 37748 240 ST.
City: Roseau State: Minn ZIP: 56751
Email: _____

Share your comments on the Draft EIS regarding the Great Northern Transmission Line project. Be as specific as possible.

- What information or analysis needs to be clarified?
- What information or analysis is missing or incomplete?
- Are any specific edits needed to make the document complete and accurate?

Draft EIS section or page number: 23 Information to be corrected or new information needed: _____

I am 100% against The Green alternate route.
Going This Green Route would cut MY Farm
in Two. I also have trees planted on
part of my land which will be in The
path of The Line.

0053-1

Draft EIS section or page number: _____ Information to be corrected or new information needed: _____

Draft EIS section or page number: _____ Information to be corrected or new information needed: _____

Attach additional comments as necessary using the format above. If attaching additional comments, please number the page(s) and tell us how many pages you are including: _____ page(s).

0053-1

The EIS provides an analysis of residences within the ROW as well as within the route for all alternatives. Also, as discussed in Section 1.3.1.4 of the EIS, once a route is selected and a permit is issued, the Applicant would contact landowners to gather information about their property and their concerns and discuss how the ROW would best proceed across the property.

No changes are made to the EIS in response to this comment.

Energy Environmental Review and Analysis
 MN Department of Commerce
 85 7th Place East, Suite 500
 Saint Paul, MN 55101-2198

GRAND FORKS ND 582

16 JUL 2015 PM 1 L



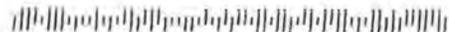
RECEIVED

JUL 20 2015

MAILROOM

WILLIAM COLE STORM
 MN DEPARTMENT OF COMMERCE
 85 7TH PLACE EAST STE 500
 SAINT PAUL MN 55101-2198

55101\$6013 CO12



Comment Period: Draft Environmental Impact Statement

Great Northern Transmission Line
 Docket Nos. E-015/TL-14-21

An environmental impact statement (EIS) evaluates the potential human and environmental impacts and possible mitigation measures associated with a proposed project. The EIS is issued as a draft so that it can be improved through public comment. The purpose of this comment period is to gather feedback about specific, factual information that needs to be clarified or included in the final EIS. Comments regarding new route alternatives are not considered.

After reading the Draft EIS, you might have developed a preference for a specific route alternative. This will be considered, but preferences are best expressed to an administrative law judge through the public hearing portion of the permitting process, currently scheduled for August 5, 6, 12 and 13, 2015.

Direct your questions regarding commenting or submitting your comments to the Environmental Review Manager, Bill Storm, at: bill.storm@state.mn.us or (651) 539-1844. Information regarding the proposed project is available at: <http://mn.gov/commerce/energyfacilities/Docket.html?id=33847>. For information regarding the public hearing, contact the public advisor at consumer.puc@state.mn.us.

Public Comment Period Closes Monday, August 10, 2015

Comments must be post-marked or received electronically by the comment deadline.

How to comment:

- Submit this form to the Environmental Review Manager at a public meeting
- Mail this form remembering to affix appropriate postage
- Mail comments in a separate envelope using the mailing address on this form
- Fax comments to the Environmental Review Manager: (651) 539-0109
- Email comments to the Environmental Review Manager: bill.storm@state.mn.us
- Use the online comment form at: <http://mn.gov/commerce/energyfacilities/#comment>

Comments do not need to be on this form to be accepted. We encourage you to provide comments in whatever way is most convenient for you. If commenting by email or fax use "Public Comment: Great Northern Transmission Line DEIS (E-015/TL-14-21)" in the subject line.

THANK YOU for commenting on the Draft EIS!

Please provide your contact information. This information and your comments will be publicly available.

Name: GERRY REED/REEDFARM LLC Phone: 218-689-8763
Street Address: 53818 CO. RD. 2
City: WARROAD State: MN ZIP: 56763
Email: gbr@heatmor.com

Share your comments on the Draft EIS regarding the Great Northern Transmission Line project. Be as specific as possible.

- What information or analysis needs to be clarified?
- What information or analysis is missing or incomplete?
- Are any specific edits needed to make the document complete and accurate?

Draft EIS section or page number: 5-10 Information to be corrected or new information needed:
Missing grass airstrip (161-37-f) along Roseau Lake WMA Var 1

— SEE MAPS —

THE LAND WE FARM WILL BE GREATLY
EFFECTED BY THIS OPTION. IT WILL ALSO LIMIT
THE USE OF MY PRIVATE AIRSTRIP. I WOULD
APPRECIATE IF YOU WOULD ROUTE IT WITH THE

Draft EIS section or page number: EXISTING Information to be corrected or new information needed:
EXISTING HIGH VOLTAGE LINE.

THANK YOU
Berry

Draft EIS section or page number: _____ Information to be corrected or new information needed: _____

RECEIVED

JUL 20 2015

MAILROOM

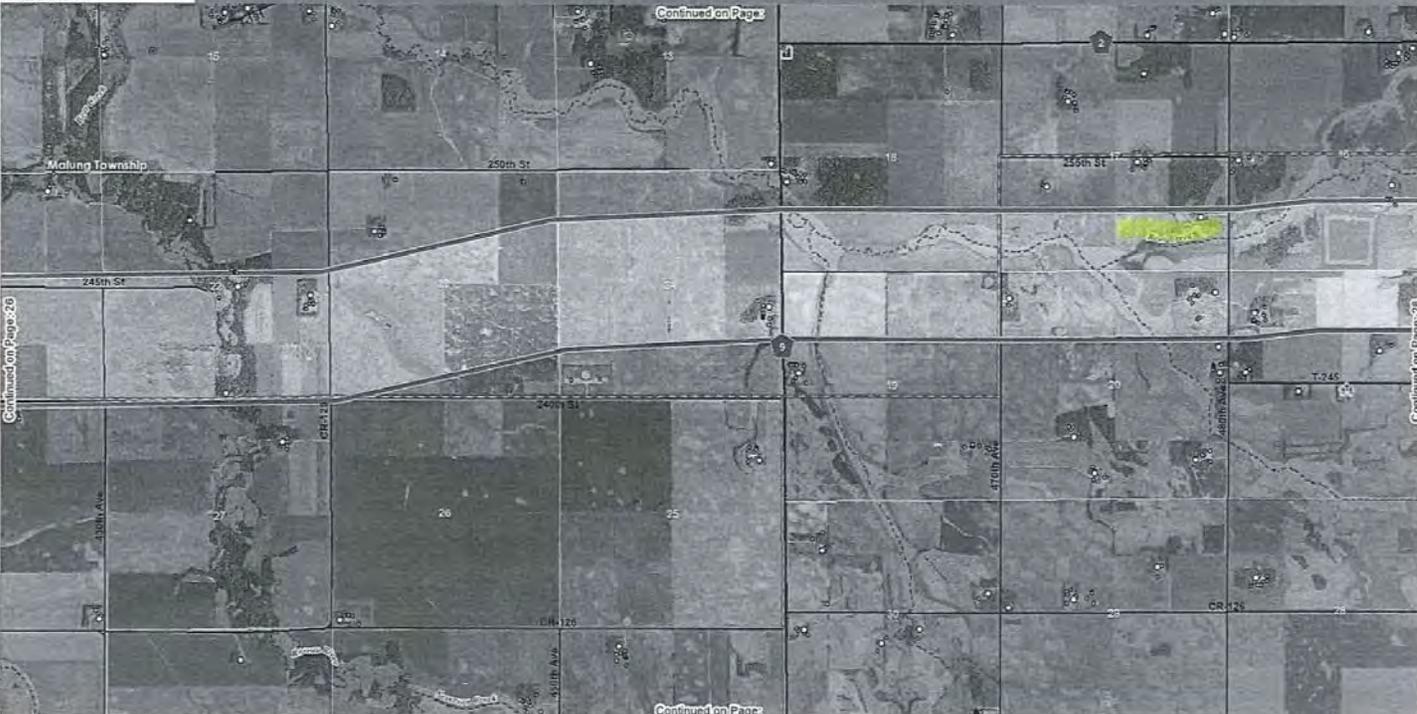
Attach additional comments as necessary using the format above. If attaching additional comments,
please number the page(s) and tell us how many pages you are including: _____ page(s).

0054-1

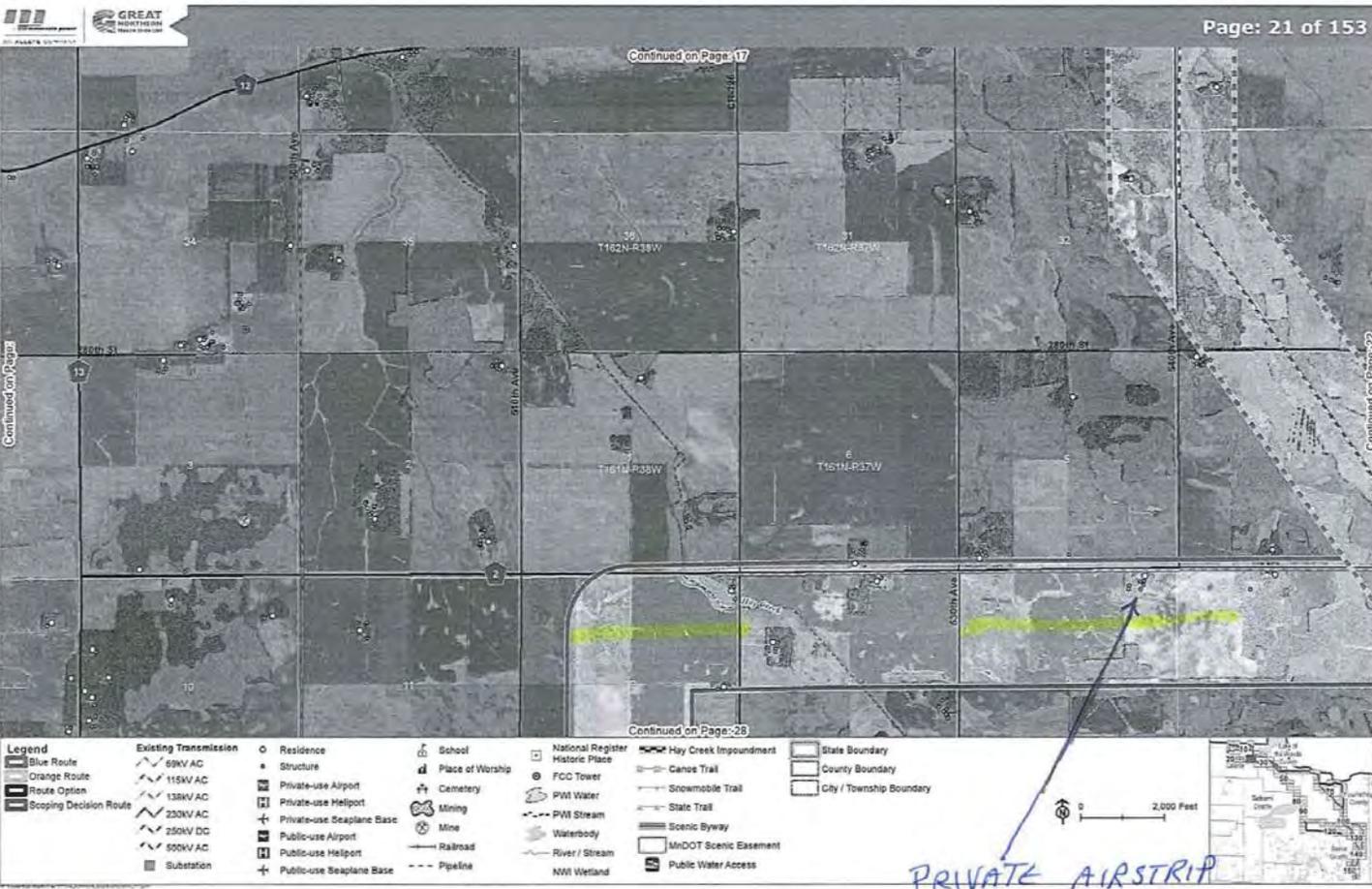
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No changes are made to the EIS in response to this comment.

0054-1



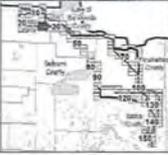
 LAND FARMED





Legend

Blue Route	Existing Transmission	Residence	School	National Register Historic Place	Hay Creek Impoundment	State Boundary
Orange Route	69KV AC	Structure	Place of Worship	FCC Tower	Canoe Trail	County Boundary
Route Option	115KV AC	Private-use Airport	Cemetery	PWI Water	Snowmobile Trail	City / Township Boundary
Scoping Decision Route	136KV AC	Private-use Helipoint	Mining	PWI Stream	State Trail	
	230KV AC	Public-use Seaplane Base	Mine	Waterbody	Scenic Byway	
	250KV DD	Public-use Airport	Railroad	River / Stream	MnDOT Scenic Easement	
	500KV AC	Public-use Helipoint	Pipeline	NM Wetland	Public Water Access	
	Substation	Public-use Seaplane Base				



LAND FARMED



Connecting Manitoba and Minnesota

**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

0055-1

Thank you for your comment. Impacts to agriculture, including aerial spraying, noise, aesthetics are discussed in Chapters 5 and 6 of the EIS.

No changes are made to the EIS in response to this comment.

Name: NORMAN KVEEN
 Organization (if any): ALLAYN KVEEN
 Mailing Address: 4760 N. 186ST

 City: BROOKFIELD
 State: WISCONSIN
 Zip: 53045
 Email: _____

Comment: DEAR JULIE ANN SMITH

WE OWN LAND IN THE EAST WEST SCOPING
 DECISION ROUTE. MY FAMILY HAS FARMED HERE
 FOR OVER 100 YRS. I HAVE OWNED SOME OF THIS
 LAND SINCE I WAS 16 I AM NOW 73
 CROP SPRAYING PILOTS WILL NOT GO NEAR
 THESE WIRES.

SURROUNDING FARM LAND WILL BE WORTH
 CONSIDERABLY LESS. I HAVE PERSONALLY
 STOOD NEXT TO THESE TOWERS AND HEARD
 THE WIND THEY CAUSE. VERY DISTURBING.
 THEY WOULD BE AN EYE SORE ON OUR
 BEAUTIFUL FIELDS.

PLEASE REMOVE THE ROUTE THAT INCLUDES
 MY LAND FROM CONSIDERATION
 THE BLUE/GRANGE ALTERNATIVE IS MORE
 FAMILY, FARM AND NEIGHBOR FRIENDLY
 WE PREFER THIS ROUTE. THESE WIRES
 ARE UNHEALTHY FOR ANIMALS AND PEOPLE.

THANK YOU
Norm Kveen
Allayn Kveen

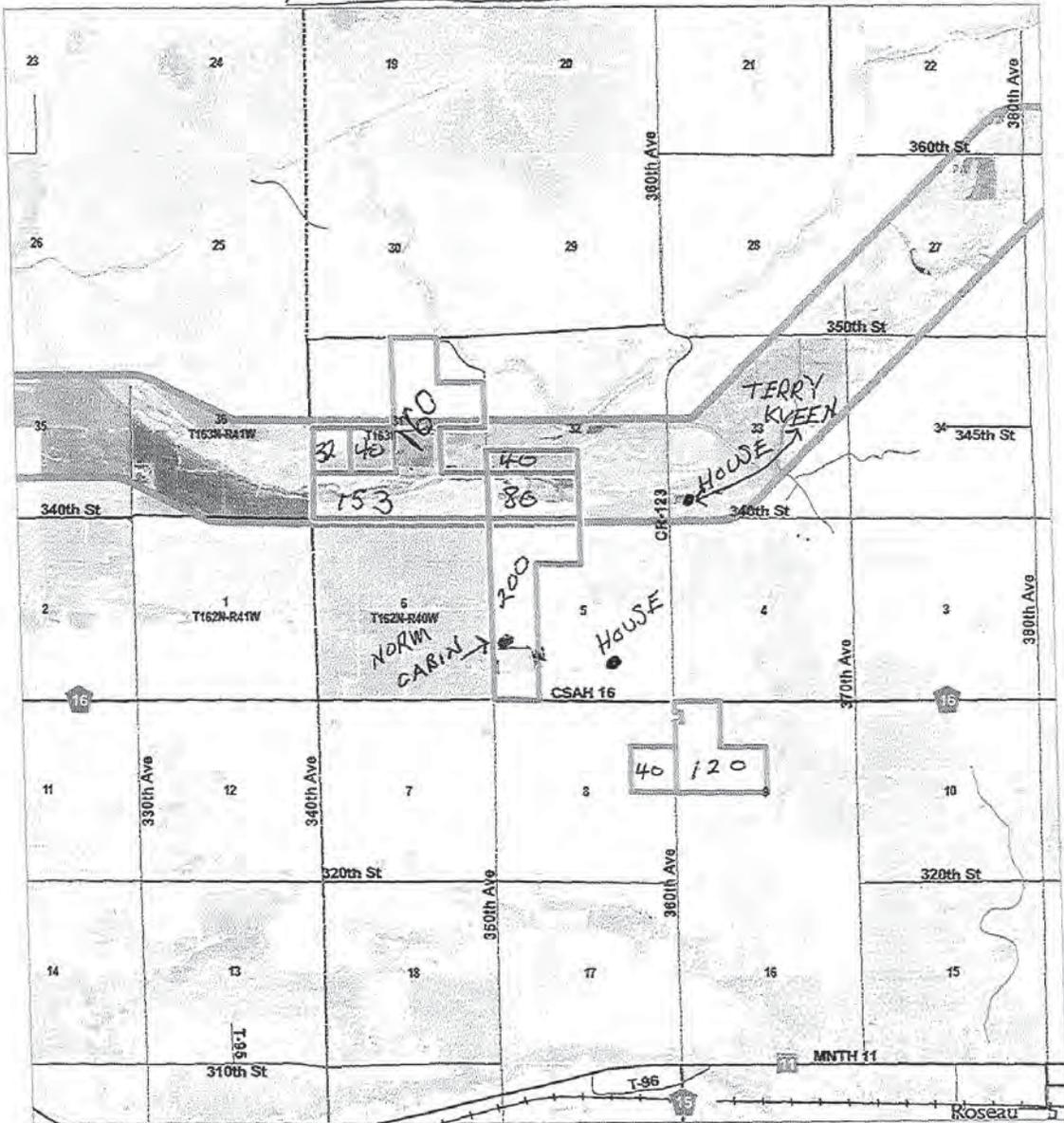
0055-1

MY LAND AND CABIN SHOWN HERE



Norman Kveen

4760 N 186 St
Brookfield, WI 53045



Legend

- Commenter's Area of Interest
- Blue Route
- Orange Route
- Route Option
- Scoping Decision Route
- City / Township Boundary

0 4,000 Feet



P.O. Box 16
Warroad, MN. 56763
July 9 2015

Julie Ann Smith
National Electric Delivery Division (OE-20)
U S Department of Energy
1000 Independence Avenue S W
Washington D C 20585

PCU Document Number TL-14-21
DOE E 15-0499

I am writing testimony for the July hearings to be held at various locations along the proposed power line routes in northern Minnesota.

This is the fourth or fifth document I have submitted regarding the power line routing, it has been a frustrating experience. The meetings I have attended and documents that have been submitted seem to be "feel good" experiences for the individuals directly affected by the power line routes. There is also a multitude of agencies and time tables involved in the lengthy process which are confusing to lay persons trying to give constructive input and hinders public involvement. The power companies submit a route with specific possible variations that best suits their needs and to fundamentally change their route is very difficult and if a change is made it comes through a specific group and not an individual.

In the case of the proposed Minnesota Power new line I asked to become a member of the citizens committee that met several times to discuss route variations and was denied this request.

Several times it was suggested a variation be obtained to follow the existing 500 kV line where it goes through a Scenic and Natural area that was added after the present 500 kV line was built. It only makes sense to parallel an existing line rather than environmentally destroy a completely new wilderness area. This suggestion was pursued by members of the Minnesota legislature but it is questionable how much, if at all, this avenue was pursued by Minnesota Power. An employee of Minnesota Power stated they were more interested in pursuing the "blue" route because of ease of access by Minnesota Power.

After reading summaries in the PUC- GNTV certificate it would seem that there should be no controversy that the Orange route would be a better ecological, less public interference, less Agricultural land interference, less impact of State conservation lands and State forests, four times less acres of mineral leases, and less historic architectural sites within one mile of the line. At one point Minnesota Power states the blue route would affect less farmland if drained. With the federal and state wetland and drainage laws and the value of wetlands, draining more land to become farmland should not be an option that should even be part of the report. The new orange route proposed would come

0056-1

DOE recognizes the potential confusion of having multiple government agencies involved in the same planning process. DOE believes that the inclusion of all of these agencies in the process will lead to a more inclusive and coordinated process and better decision-making.

The scoping process provided an opportunity to recommend alternatives for the EIS, including the border crossing alternatives as well as 33 route variations submitted by the MnDNR, the USFWS, and members of the public. For all alternatives proposed during the scoping process, impacts to human settlement, agriculture, land use, vegetation, and airports/airstrips are evaluated in the EIS.

Anticipated schedules for all DOE Key EISs are publicly available on DOE's Office of NEPA Policy and Compliance website at: <http://energy.gov/nepa/office-nepa-policy-and-compliance>. Once a schedule for a ROD is developed for the Great Northern Transmission Line project it will be made available to the public via this website.

0056-1

No changes are made to the EIS in response to this comment.

0056-2

As discussed in Section 4.1.1 of the EIS, MnDNR Scientific and Natural Areas are protected under state regulation with regard to transmission line crossings. No changes are made to the EIS in response to this comment.

0056-2

0056-3

Thank you for your comment. No changes are made to the EIS in response to this comment.

0056-3

near the Big Bog State Park, the report is very clear that a new line in this area would not be visible from the park.

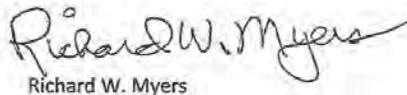
An area of interest to me is the Beltrami North Central Variation 1, 2, and 3; Hop 5. This is an area south of Williams Minnesota that Minnesota Power proposes to jump from the orange route to the blue route. The Minnesota Power proposal is to run the line east and then back north to hook up with the 240 kV blue route. The proposal runs east and then back north to contact the blue route. This is probably the longest route they could take to join the blue route. This route also ecologically changes more forest land in the major area of the "Peppermint Creek wolf pack". There are two shorter routes approximately two and three miles north of this route that were presented during the routing process. These routes would also require much less forest cutting and ecological disruption.

There will soon be three major power lines going through the central area of northern Minnesota all ending in the same general area. There will probably be more in the future. It certainly would make sense for there to be one major corridor through this primitive and ecological forest area rather than three only partial paralleling corridors.

I urge you to require Minnesota Power to use the orange route for this new power line.

Thank you

Sincerely,



Richard W. Myers

0056-3
Continued

0056-3 cont'd
Thank you for your comment. No changes are made to the EIS in response to this comment.

From: [Richard Stacy](#)
 To: [Storm, Bill \(COMM\)](#); [O'Reilly, Ann \(OAH\)](#); rep.dan.fabian@house.mn
 Subject: Great Northern Transmission Line: TL-14-21
 Date: Thursday, July 30, 2015 12:36:12 PM

July 30, 2015

TO: Mr. Bill Storm
 Ms. Ann O'Reilly
 Representative Dan Fabian
 Senator LeRoy Stumpf

SUBJECT: COMMENTS CONCERNING THE REQUEST BY MINNESOTA POWER FOR A ROUTE PERMIT FOR THE GREAT NORTHERN TRANSMISSION LINE/DRAFT ENVIRONMENTAL IMPACT STATEMENT
 REFERENCE: MPUC DOCKET NO. E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637

My name is Richard Stacy and I am a property owner in Roseau County Minnesota. I am writing to express my strong support for Minnesota Power's preferred route as submitted on April 15, 2014 in the above-referenced dockets, and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy.

The amended border crossing and power line route proposed by Minnesota Power is the only feasible border crossing and power line alignment through Roseau County, given the agreement between Minnesota Power and Manitoba Hydro.

The route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service were submitted without input from Roseau County and its residents.

I am opposed to the proposed route alternatives, including the Roseau Lake WMA Alternative -- Segments 1 & 2, in Roseau County. These alternatives will cause significant negative impacts on private property owners and agricultural land use, and interfere with the safe and orderly operation of the Roseau Public Airport. Additionally, the proposed alternatives will unnecessarily increase the length of the power lines in Roseau County.

The impact to agricultural land uses and human settlements must be minimized. After careful and thoughtful review of the various proposed routes through Roseau County, I believe that Minnesota Power's proposed route would accomplish these objectives to the greatest extent possible.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), require the granting of easements across fertile and productive agricultural land. Access to these easements present the potential to cause sustained damage to the agricultural land as Minnesota Power constructs and maintains the power lines that follow the easements.

These easements will also create artificial boundaries in the fields where noxious and harmful weeds and plant life can grow and cause damage to the surrounding agricultural land. These noxious and harmful weeds and plant life can have a significant negative impact on the overall production of the planted field. These easements will create drainage problems for the fields and will increase the

0057-1

The scoping process provided an opportunity to recommend alternatives to be analyzed in the EIS, including the border crossing alternatives submitted by the MnDNR and USFWS. For the range of reasonable alternatives, impacts to human settlement, agriculture, land use, vegetation, and airports/airstrips are among the impacts evaluated in the EIS. No changes are made to the EIS in response to this comment.

0057-1

difficulty to place drain tile in the fields.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), disregard and effectively negate over three years of good faith dialogue and participation by Roseau County officials and its residents, who have been working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that will provide the least impact to residents, property owners and agricultural land.

Minnesota Power's extensive planning process, for this project, was conducted in a very deliberate and transparent manner. Minnesota Power used a voluntary outreach approach that included multiple open houses for Roseau County residents and multiple meetings with Roseau County officials. This approach and collaboration resulted in the realignment of the originally proposed border crossing further to the east to avoid potential impacts to any future expansions of the Piney-Pinecreek Border Airport and the Department of Natural Resources' Roseau River Wildlife Management Area. Minnesota Power's proposed route through Roseau County minimizes impacts on private property owners and agricultural land, while maximizing use of state lands and current power line easements.

The Minnesota Department of Natural Resources and US Fish & Wildlife Service had ample opportunity to participate in the initial Minnesota Power planning process. Yet, these two government agencies waited to propose additional border crossings and route alternatives that were carried forward into the scope of the draft EIS without input from Roseau County and its residents.

This back door, after the fact, approach demonstrates a total lack of respect for the planning process, Roseau County and its residents. Based on past history of the Minnesota Department of Natural Resources, concerning projects of this nature, it is my perception that this is DNR's "business as usual" approach to this type of situation.

I request that the Minnesota Power's preferred route, as submitted on April 15, 2014 in the above-referenced dockets and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy, be selected.

I request that the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service be removed from consideration.

Sincerely,

Richard Stacy
43126 County Road 2
Roseau, MN 56751
703-915-5258
rkconsult@aol.com

0057-1 0057-1 cont'd
Continued

From: [Karen Stacy](#)
 To: [Storm, Bill \(COMM\)](#); [O'Reilly, Ann \(OAH\)](#); rep.dan.fabian@house.mn
 Subject: Great Northern Transmission Line: TL-14-21
 Date: Thursday, July 30, 2015 3:21:36 PM

July 30, 2015

TO: Mr. Bill Storm
 Ms. Ann O'Reilly
 Representative Dan Fabian
 Senator LeRoy Stumpf

SUBJECT: COMMENTS CONCERNING THE REQUEST BY MINNESOTA POWER FOR A ROUTE PERMIT FOR THE GREAT NORTHERN TRANSMISSION LINE/DRAFT ENVIRONMENTAL IMPACT STATEMENT

REFERENCE: MPUC DOCKET NO. E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637

My name is Karen Stacy and I am a property owner in Roseau County Minnesota. I am writing to express my strong support for Minnesota Power's preferred route as submitted on April 15, 2014 in the above-referenced dockets, and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy.

The amended border crossing and power line route proposed by Minnesota Power is the only feasible border crossing and power line alignment through Roseau County, given the agreement between Minnesota Power and Manitoba Hydro.

The route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service were submitted without input from Roseau County and its residents.

I am opposed to the proposed route alternatives, including the Roseau Lake WMA Alternative -- Segments 1 & 2, in Roseau County. These alternatives will cause significant negative impacts on private property owners and agricultural land use, and interfere with the safe and orderly operation of the Roseau Public Airport. Additionally, the proposed alternatives will unnecessarily increase the length of the power lines in Roseau County.

The impact to agricultural land uses and human settlements must be minimized. After careful and thoughtful review of the various proposed routes through Roseau County, I believe that Minnesota Power's proposed route would accomplish these objectives to the greatest extent possible.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), require the granting of easements across fertile and productive agricultural land. Access to these easements present the potential to cause sustained damage to the agricultural land as Minnesota Power constructs and maintains the power lines that follow the easements.

These easements will also create artificial boundaries in the fields where noxious and harmful weeds and plant life can grow and cause damage to the surrounding agricultural land. These noxious and harmful weeds and plant life can have a significant negative impact on the overall production of the planted field. These easements will create drainage problems for the fields and will increase the difficulty to place drain tile in the fields.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), disregard and effectively negate over three years of good faith dialogue and participation by Roseau County officials and its residents, who have been working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that will provide the least impact to residents, property owners and agricultural land.

Minnesota Power's extensive planning process, for this project, was conducted in a very deliberate and transparent manner. Minnesota Power used a voluntary outreach approach that included multiple open houses for Roseau County residents and multiple meetings with Roseau County officials. This approach and collaboration resulted in the realignment of the originally proposed

0058-1

The scoping process provided an opportunity to recommend alternatives to be analyzed in the EIS, including the border crossing alternatives submitted by the MnDNR and USFWS. For the range of reasonable alternatives, impacts to human settlement, agriculture, land use, vegetation, and airports/airstrips are among the impacts evaluated in the EIS. No changes are made to the EIS in response to this comment.

0058-1

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I request that the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service be removed from consideration.

Sincerely,

//kls

Karen L. Stacy

43126 Co. Rd. 2

Roseau, MN 56751

Phone #: 703.915-5266

Email address: kstacy662@aol.com

0058-1 0058-1 cont'd
Continued

From: [Gary](#)
 To: [Storm, Bill \(COMM\)](#)
 Subject: MPUC DOCKET NO. E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637
 Date: Thursday, July 30, 2015 10:32:49 PM

July 30, 2015

TO: Mr. Bill Storm

SUBJECT: COMMENTS CONCERNING THE REQUEST BY MINNESOTA POWER FOR A ROUTE PERMIT FOR THE GREAT NORTHERN TRANSMISSION LINE/DRAFT ENVIRONMENTAL IMPACT STATEMENT

REFERENCE: MPUC DOCKET NO. E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637

Dear Mr. Storm,

Our names are Gary & Ione Olson and we are *property owners in* Roseau County Minnesota. We are writing to express our strong support for Minnesota Power's preferred route as submitted on April 15, 2014 in the above-referenced dockets, and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy.

The amended border crossing and power line route proposed by Minnesota Power is the only feasible border crossing and power line alignment through Roseau County, given the agreement between Minnesota Power and Manitoba Hydro.

The route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service were submitted without input from Roseau County and its residents.

We are opposed to the proposed route alternatives, including the Roseau Lake WMA Alternative -- Segments 1 & 2, in Roseau County. These alternatives will cause significant negative impacts on private property owners and agricultural land use, and interfere with the safe and orderly operation of the Roseau Public Airport. Additionally, the proposed alternatives will unnecessarily increase the length of the power lines in Roseau County.

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The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), require the granting of easements across fertile and productive agricultural land. Access to these easements present the potential to cause sustained damage to the agricultural land as Minnesota Power constructs and maintains the power lines that follow the easements.

These easements will also create artificial boundaries in the fields where noxious and harmful weeds and plant life can grow and cause damage to the surrounding agricultural land. These noxious and harmful weeds and plant life can have a significant negative impact on the overall production of the planted field. These easements will create drainage problems for the fields and will increase the difficulty to place drain tile in the fields.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), disregard and effectively negate over three years of good faith dialogue and participation by Roseau County officials and its residents, who have been working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that will provide the least impact to residents, property owners and agricultural land.

Minnesota Power's extensive planning process, for this project, was conducted in a very deliberate and transparent manner. Minnesota Power used a voluntary outreach approach that included multiple open houses for Roseau County residents and multiple meetings with Roseau County officials. This approach and collaboration resulted in the realignment of the originally proposed

0059-1

The scoping process provided an opportunity to recommend alternatives to be analyzed in the EIS, including the border crossing alternatives submitted by the MnDNR and USFWS. For the range of reasonable alternatives, impacts to human settlement, agriculture, land use, vegetation, and airports/airstrips are among the impacts evaluated in the EIS. No changes are made to the EIS in response to this comment.

0059-1

border crossing further to the east to avoid potential impacts to any future expansions of the Piney-Pinecreek Border Airport and the Department of Natural Resources' Roseau River Wildlife Management Area. Minnesota Power's proposed route through Roseau County minimizes impacts on private property owners and agricultural land, while maximizing use of state lands and current power line easements.

The Minnesota Department of Natural Resources and US Fish & Wildlife Service had ample opportunity to participate in the initial Minnesota Power planning process. Yet, these two government agencies waited to propose additional border crossings and route alternatives that were carried forward into the scope of the draft EIS without input from Roseau County and its residents.

This back door, after the fact, approach demonstrates a total lack of respect for the planning process, Roseau County and its residents. Based on past history of the Minnesota Department of Natural Resources, concerning projects of this nature, it is our perception that this is DNR's "business as usual" approach to this type of situation.

We request that the Minnesota Power's preferred route, as submitted on April 15, 2014 in the above-referenced dockets and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy, be selected.

We request that the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service be removed from consideration.

Sincerely,

Gary & Ione Olson
23704 370th Ave
Roseau, MN 56751

218-463-2828

garolson@wiktel.com

0059-1 0059-1 cont'd
Continued

From: [K&M](#)
To: [Storm, Bill \(COMM\)](#)
Subject: Comment on Mn.Power -Great northern Transmission Line docket number TL-14-21
Date: Friday, July 31, 2015 4:50:11 PM

Dear Mr. Storm

"Thank you" for all the information that you have provided about this project. Greatly appreciate your input. I tried to reach you by phone on July 31,2015 but you were unavailable. I hope you can please consider this email as part of my comments towards this project in the West Section. I live in Roseau county.

There is a alternative route on some maps that are orange and on another map that was mailed to me it shows green.. This particular line I am referring to comes down from canada on highway 89 then travels in a eastern direction leading to the south of Warroad ,Mn. . I live on the far east edge in Falun township about .5 miles off Highway #2 in Roseau county. The powerline alternative route would then be placed directly by our home.. I do not feel comfortable with this power source being so close to a living residence. With this same plan a neighbor to the east of me by the name of Jerry Reed has an airstrip which he uses to land and fly his airplanes. This would cause problems for him also.I hope that this alternative route that I have mentioned will be permanetty removed from this project.

I would express that if at all possible keeping the route as close to the other preexisting power line that runs thru Roseau county. This would not expose allot of families to living near such huge power sources in there back yards but instead be located more near wooded nonpopulated areas...

Thank you again for all information about this project. Will be keeping intouch with all future meetings and plans made about this project that affect the Roseau County area..

Sincerely;
Marie Johnson

0060-1

The scoping process provided an opportunity to recommend alternatives to be analyzed in the EIS, including the border crossing alternatives submitted by the MnDNR and USFWS. For the range of reasonable alternatives, impacts to human settlement, agriculture, land use, vegetation, and airports/airstrips are among the impacts evaluated in the EIS. No changes are made to the EIS in response to this comment.

0060-1

July 30, 2015

TO: Mr. Bill Storm
 Ms. Ann O'Reilly
 Representative Dan Fabian
 Senator LeRoy Stumpf

SUBJECT: COMMENTS CONCERNING THE REQUEST BY MINNESOTA POWER FOR A ROUTE PERMIT FOR THE GREAT NORTHERN TRANSMISSION LINE/DRAFT ENVIRONMENTAL IMPACT STATEMENT

REFERENCE: MPUC DOCKET NO. E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637

My name is Darryll Dahlquist and I am a *property owner and a resident* of Roseau County Minnesota. I am writing to express my strong support for Minnesota Power's preferred route as submitted on April 15, 2014 in the above-referenced dockets, and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy.

The amended border crossing and power line route proposed by Minnesota Power is the only feasible border crossing and power line alignment through Roseau County, given the agreement between Minnesota Power and Manitoba Hydro.

The route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service were submitted without input from Roseau County and its residents.

I am opposed to the proposed route alternatives, including the Roseau Lake WMA Alternative --Segments 1 & 2, in Roseau County. These alternatives will cause significant negative impacts on private property owners and agricultural land use, and interfere with the safe and orderly operation of the Roseau Public Airport. Additionally, the proposed alternatives will unnecessarily increase the length of the power lines in Roseau County.

The impact to agricultural land uses and human settlements must be minimized. After careful and thoughtful review of the various proposed routes through Roseau County, I believe that Minnesota Power's proposed route would accomplish these objectives to the greatest extent possible.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), require the granting of easements across fertile and productive agricultural land. Access to these easements present the potential to cause sustained damage to the agricultural land as Minnesota Power constructs and maintains the power lines that follow the easements.

These easements will also create artificial boundaries in the fields where noxious and harmful weeds and plant life can grow and cause damage to the surrounding agricultural land. These noxious and harmful weeds and plant life can have a significant negative impact on the overall production of the planted field. These easements will create drainage problems for the fields and will increase the difficulty to place drain tile in the fields.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), disregard and effectively negate over three years of good faith dialogue and participation by Roseau County officials

0061-1

The scoping process provided an opportunity to recommend alternatives to be analyzed in the EIS, including the border crossing alternatives submitted by the MnDNR and USFWS. For the range of reasonable alternatives, impacts to human settlement, agriculture, land use, vegetation, and airports/airstrips are among the impacts evaluated in the EIS. No changes are made to the EIS in response to this comment.

0061-1

and its residents, who have been working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that will provide the least impact to residents, property owners and agricultural land.

Minnesota Power's extensive planning process, for this project, was conducted in a very deliberate and transparent manner. Minnesota Power used a voluntary outreach approach that included multiple open houses for Roseau County residents and multiple meetings with Roseau County officials. This approach and collaboration resulted in the realignment of the originally proposed border crossing further to the east to avoid potential impacts to any future expansions of the Piney-Pinecreek Border Airport and the Department of Natural Resources' Roseau River Wildlife Management Area. Minnesota Power's proposed route through Roseau County minimizes impacts on private property owners and agricultural land, while maximizing use of state lands and current power line easements.

The Minnesota Department of Natural Resources and US Fish & Wildlife Service had ample opportunity to participate in the initial Minnesota Power planning process. Yet, these two government agencies waited to propose additional border crossings and route alternatives that were carried forward into the scope of the draft EIS without input from Roseau County and its residents.

This back door, after the fact, approach demonstrates a total lack of respect for the planning process, Roseau County and its residents. Based on past history of the Minnesota Department of Natural Resources, concerning projects of this nature, it is my perception that this is DNR's "business as usual" approach to this type of situation.

I request that the Minnesota Power's preferred route, as submitted on April 15, 2014 in the above-referenced dockets and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy, be selected.

I request that the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service be removed from consideration.

Sincerely, Darryll Dahlquist

Name Darryll Dahlquist

Address 43529 240th St. Roseau, MN 56751

Phone # (218)463-3916

Email address maryjdahlquist@centurytel.net

From: [Greg3](#)
 To: [Storm, Bill \(COMM\)](#); [O'Reilly, Ann \(OAH\)](#); [rep.dan.fabian@house.mn](#)
 Subject: Great Northern Transmission Line: TL-14-21
 Date: Monday, August 03, 2015 6:51:53 AM

Aug 3, 2015

TO: Mr. Bill Storm
 Ms. Ann O'Reilly
 Representative Dan Fabian
 Senator LeRoy Stumpf

SUBJECT: COMMENTS CONCERNING THE REQUEST BY MINNESOTA POWER FOR A ROUTE PERMIT FOR THE GREAT NORTHERN TRANSMISSION LINE/DRAFT ENVIRONMENTAL IMPACT STATEMENT

REFERENCE: MPUC DOCKET NO. E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637

My name is Greg Grahn and I am a *property owner and/or resident* of Roseau County Minnesota. I am writing to express my strong support for Minnesota Power's preferred route as submitted on April 15, 2014 in the above-referenced dockets, and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy.

The amended border crossing and power line route proposed by Minnesota Power is the only feasible border crossing and power line alignment through Roseau County, given the agreement between Minnesota Power and Manitoba Hydro.

The route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service were submitted without input from Roseau County and its residents.

I am opposed to the proposed route alternatives, including the Roseau Lake WMA Alternative -- Segments 1 & 2, in Roseau County. These alternatives will cause significant negative impacts on private property owners and agricultural land use, and interfere with the safe and orderly operation of the Roseau Public Airport. Additionally, the proposed alternatives will unnecessarily increase the length of the power lines in Roseau County.

The impact to agricultural land uses and human settlements must be minimized. After careful and thoughtful review of the various proposed routes through Roseau County, I believe that Minnesota Power's proposed route would accomplish these objectives to the greatest extent possible.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), require the granting of easements across fertile and productive agricultural land. Access to these easements present the potential to cause sustained damage to the agricultural land as Minnesota Power constructs and maintains the power lines that follow the easements.

These easements will also create artificial boundaries in the fields where noxious and harmful weeds and plant life can grow and cause damage to the surrounding agricultural land. These noxious and harmful weeds and plant life can have a significant negative impact on the overall production of the planted field. These easements will create drainage problems for the fields and will increase the difficulty to place drain tile in the fields.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), disregard and effectively negate over three years of good faith dialogue and participation by Roseau County officials and its residents, who have been working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that will provide the least impact to residents, property owners and agricultural land.

Minnesota Power's extensive planning process, for this project, was conducted in a very deliberate and transparent manner. Minnesota Power used a voluntary outreach approach that included multiple open houses for Roseau County residents and multiple meetings with Roseau County officials. This approach and collaboration resulted in the realignment of the originally proposed

0062-1

The alternatives analyzed in the EIS represent what DOE determines to be a reasonable range of alternatives based on scoping and comment periods. The addition suggested in this comment does not present an option significant enough to warrant an additional alternative to be analyzed in detail. For all alternatives analyzed in detail, impacts to human settlement, agriculture, land use, vegetation, and airports/airstrips were evaluated in the EIS. No changes are made to the EIS in response to this comment.

0062-1

border crossing further to the east to avoid potential impacts to any future expansions of the Piney-Pinecreek Border Airport and the Department of Natural Resources' Roseau River Wildlife Management Area. Minnesota Power's proposed route through Roseau County minimizes impacts on private property owners and agricultural land, while maximizing use of state lands and current power line easements.

The Minnesota Department of Natural Resources and US Fish & Wildlife Service had ample opportunity to participate in the initial Minnesota Power planning process. Yet, these two government agencies waited to propose additional border crossings and route alternatives that were carried forward into the scope of the draft EIS without input from Roseau County and its residents.

This back door, after the fact, approach demonstrates a total lack of respect for the planning process, Roseau County and its residents. Based on past history of the Minnesota Department of Natural Resources, concerning projects of this nature, it is my perception that this is DNR's "business as usual" approach to this type of situation.

I request that the Minnesota Power's preferred route, as submitted on April 15, 2014 in the above-referenced dockets and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy, be selected.

I request that the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service be removed from consideration.

Sincerely,

Greg Grahn

31199 430th Ave

Roseau, MN 56751

greg3@goldenflax.com

0062-1 0062-1 cont'd
Continued

0062-2 0062-2

July 30, 2015

TO: Mr. Bill Storm
 Ms. Ann O'Reilly
 Representative Dan Fabian
 Senator LeRoy Stumpf

SUBJECT: COMMENTS CONCERNING THE REQUEST BY MINNESOTA POWER FOR A ROUTE PERMIT FOR THE GREAT NORTHERN TRANSMISSION LINE/DRAFT ENVIRONMENTAL IMPACT STATEMENT

REFERENCE: MPUC DOCKET NO, E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637

My name is Gerry Grahn and I am a *property owner* of Roseau County Minnesota. I am writing to express my strong support for Minnesota Power's preferred route as submitted on April 15, 2014 in the above-referenced dockets, and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy.

The amended border crossing and power line route proposed by Minnesota Power is the only feasible border crossing and power line alignment through Roseau County, given the agreement between Minnesota Power and Manitoba Hydro.

The route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service were submitted without input from Roseau County and its residents.

I am opposed to the proposed route alternatives, including the Roseau Lake WMA Alternative -- Segments 1 & 2, in Roseau County. These alternatives will cause significant negative impacts on private property owners and agricultural land use, and interfere with the safe and orderly operation of the Roseau Public Airport. Additionally, the proposed alternatives will unnecessarily increase the length of the power lines in Roseau County.

The impact to agricultural land uses and human settlements must be minimized. After careful and thoughtful review of the various proposed routes through Roseau County, I believe that Minnesota Power's proposed route would accomplish these objectives to the greatest extent possible.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), require the granting of easements across fertile and productive agricultural land. Access to these easements present the potential to cause sustained damage to the agricultural land as Minnesota Power constructs and maintains the power lines that follow the easements.

These easements will also create artificial boundaries in the fields where noxious and harmful weeds and plant life can grow and cause damage to the surrounding agricultural land. These noxious and harmful weeds and plant life can have a significant negative impact on the overall production of the planted field. These easements will create drainage problems for the fields and will increase the difficulty to place drain tile in the fields.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), disregard and

0063-1

The scoping process provided an opportunity to recommend alternatives to be analyzed in the EIS, including the border crossing alternatives submitted by the MnDNR and USFWS. For the range of reasonable alternatives, impacts to human settlement, agriculture, land use, vegetation, and airports/airstrips are among the impacts evaluated in the EIS. No changes are made to the EIS in response to this comment.

0063-1

REFERENCE: MPUC DOCKET NO, E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637

Page 2 of 2

effectively negate over three years of good faith dialogue and participation by Roseau County officials and its residents, who have been working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that will provide the least impact to residents, property owners and agricultural land.

Minnesota Power's extensive planning process, for this project, was conducted in a very deliberate and transparent manner. Minnesota Power used a voluntary outreach approach that included multiple open houses for Roseau County residents and multiple meetings with Roseau County officials. This approach and collaboration resulted in the realignment of the originally proposed border crossing further to the east to avoid potential impacts to any future expansions of the Piney-Pinecreek Border Airport and the Department of Natural Resources' Roseau River Wildlife Management Area. Minnesota Power's proposed route through Roseau County minimizes impacts on private property owners and agricultural land, while maximizing use of state lands and current power line easements.

The Minnesota Department of Natural Resources and US Fish & Wildlife Service had ample opportunity to participate in the initial Minnesota Power planning process. Yet, these two government agencies waited to propose additional border crossings and route alternatives that were carried forward into the scope of the draft EIS without input from Roseau County and its residents.

This back door, after the fact, approach demonstrates a total lack of respect for the planning process, Roseau County and its residents. Based on past history of the Minnesota Department of Natural Resources, concerning projects of this nature, it is my perception that this is DNR's "business as usual" approach to this type of situation.

I request that the Minnesota Power's preferred route, as submitted on April 15, 2014 in the above-referenced dockets and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy, be selected.

I request that the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service be removed from consideration.

Sincerely,



Gerry Grahn

43594 County Rd 124

Roseau, MN 56751

915-497-5948

gbgrahn@hotmail.com

July 30, 2015

TO: Mr. Bill Storm
Ms. Ann O'Reilly
Representative Dan Fabian
Senator LeRoy Stumpf

SUBJECT: COMMENTS CONCERNING THE REQUEST BY MINNESOTA POWER FOR A ROUTE PERMIT FOR THE GREAT NORTHERN TRANSMISSION LINE/DRAFT ENVIRONMENTAL IMPACT STATEMENT

REFERENCE: MPUC DOCKET NO. E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637

My name is Michael Grahn and I am a *property owner and resident of Roseau County Minnesota*. I am writing to express my strong support for Minnesota Power's preferred route as submitted on April 15, 2014 in the above-referenced dockets, and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy.

The amended border crossing and power line route proposed by Minnesota Power is the only feasible border crossing and power line alignment through Roseau County, given the agreement between Minnesota Power and Manitoba Hydro.

The route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service were submitted without input from Roseau County and its residents.

I am opposed to the proposed route alternatives, including the Roseau Lake WMA Alternative – Segments 1 & 2, in Roseau County. These alternatives will cause significant negative impacts on private property owners and agricultural land use, and interfere with the safe and orderly operation of the Roseau Public Airport. Additionally, the proposed alternatives will unnecessarily increase the length of the power lines in Roseau County.

The impact to agricultural land uses and human settlements must be minimized. After careful and thoughtful review of the various proposed routes through Roseau County, I believe that Minnesota Power's proposed route would accomplish these objectives to the greatest extent possible.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative – Segments 1 & 2), require the granting of easements across fertile and productive agricultural land. Access to these easements present the potential to cause sustained damage to the agricultural land as Minnesota Power constructs and maintains the power lines that follow the easements.

These easements will also create artificial boundaries in the fields where noxious and harmful weeds and plant life can grow and cause damage to the surrounding agricultural land. These noxious and harmful weeds and plant life can have a significant negative impact on the overall production of the planted field. These easements will create drainage problems for the fields and will increase the difficulty to place drain tile in the fields.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative – Segments 1 & 2), disregard and effectively negate over three years of good faith dialogue and participation by Roseau County officials

REFERENCE: MPUC DOCKET NO. E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637

Page 2 of 2

0064-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

0064-1

and its residents, who have been working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that will provide the least impact to residents, property owners and agricultural land.

Minnesota Power's extensive planning process, for this project, was conducted in a very deliberate and transparent manner. Minnesota Power used a voluntary outreach approach that included multiple open houses for Roseau County residents and multiple meetings with Roseau County officials. This approach and collaboration resulted in the realignment of the originally proposed border crossing further to the east to avoid potential impacts to any future expansions of the Piney-Pinecreek Border Airport and the Department of Natural Resources' Roseau River Wildlife Management Area. Minnesota Power's proposed route through Roseau County minimizes impacts on private property owners and agricultural land, while maximizing use of state lands and current power line easements.

The Minnesota Department of Natural Resources and US Fish & Wildlife Service had ample opportunity to participate in the initial Minnesota Power planning process. Yet, these two government agencies waited to propose additional border crossings and route alternatives that were carried forward into the scope of the draft EIS without input from Roseau County and its residents.

This back door, after the fact, approach demonstrates a total lack of respect for the planning process, Roseau County and its residents. Based on past history of the Minnesota Department of Natural Resources, concerning projects of this nature, it is my perception that this is DNR's "business as usual" approach to this type of situation.

I request that the Minnesota Power's preferred route, as submitted on April 15, 2014 in the above-referenced dockets and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy, be selected.

I request that the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service be removed from consideration.

Sincerely,



Michael Grahn

43598 County Rd 124

Roseau, MN 56751

218-463-2559

mgraehn1954@gmail.com

August 3, 2015

TO: Mr. Bill Storm
Ms. Ann O'Reilly
Representative Dan Fabian
Senator LeRoy Stumpf

SUBJECT: COMMENTS CONCERNING THE REQUEST BY MINNESOTA POWER FOR A ROUTE PERMIT FOR THE GREAT NORTHERN TRANSMISSION LINE/DRAFT ENVIRONMENTAL IMPACT STATEMENT

REFERENCE: MPUC DOCKET NO. E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637

My name is Willard Comstock and I am a property owner of Roseau County Minnesota. I am writing to express my strong support for Minnesota Power's preferred route as submitted on April 15, 2014 in the above-referenced dockets, and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy.

The amended border crossing and power line route proposed by Minnesota Power is the only feasible border crossing and power line alignment through Roseau County, given the agreement between Minnesota Power and Manitoba Hydro.

The route alternatives (the "Scoping Decision Route"), in particular the route through Malung and Falun Townships, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service were submitted without input from Roseau County and its residents.

I am opposed to the proposed route alternatives, including the Roseau Lake WMA Alternative -- Segments 1 & 2, in Roseau County. These alternatives will cause significant negative impacts on private property owners and agricultural land use, and interfere with the safe and orderly operation of the Roseau Public Airport. Additionally, the proposed alternatives will unnecessarily increase the length of the power lines in Roseau County.

The impact to agricultural land uses and human settlements must be minimized. After careful and thoughtful review of the various proposed routes through Roseau County, I believe that Minnesota Power's proposed route would accomplish these objectives to the greatest extent possible.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), require the granting of easements across fertile and productive agricultural land. Access to these easements present the potential to cause sustained damage to the agricultural land as Minnesota Power constructs and maintains the power lines that follow the easements.

These easements will also create artificial boundaries in the fields where noxious and harmful weeds and plant life can grow and cause damage to the surrounding agricultural land. These noxious and harmful weeds and plant life can have a significant negative impact on the overall production of the planted field. These easements will create drainage problems for the fields and will increase the difficulty to place drain tile in the fields.

0065-1

The scoping process provided an opportunity to recommend alternatives to be analyzed in the EIS, including the border crossing alternatives submitted by the MnDNR and USFWS. For the range of reasonable alternatives, impacts to human settlement, agriculture, land use, vegetation, and airports/airstrips are among the impacts evaluated in the EIS. No changes are made to the EIS in response to this comment.

0065-1

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), disregard and effectively negate over three years of good faith dialogue and participation by Roseau County officials and its residents, who have been working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that will provide the least impact to residents, property owners and agricultural land.

Minnesota Power's extensive planning process, for this project, was conducted in a very deliberate and transparent manner. Minnesota Power used a voluntary outreach approach that included multiple open houses for Roseau County residents and multiple meetings with Roseau County officials. This approach and collaboration resulted in the realignment of the originally proposed border crossing further to the east to avoid potential impacts to any future expansions of the Piney-Pinecreek Border Airport and the Department of Natural Resources' Roseau River Wildlife Management Area. Minnesota Power's proposed route through Roseau County minimizes impacts on private property owners and agricultural land, while maximizing use of state lands and current power line easements.

The Minnesota Department of Natural Resources and US Fish & Wildlife Service had ample opportunity to participate in the initial Minnesota Power planning process. Yet, these two government agencies waited to propose additional border crossings and route alternatives that were carried forward into the scope of the draft EIS without input from Roseau County and its residents.

This back door, after the fact, approach demonstrates a total lack of respect for the planning process, Roseau County and its residents. Based on past history of the Minnesota Department of Natural Resources, concerning projects of this nature, it is my perception that this is DNR's "business as usual" approach to this type of situation.

I request that the Minnesota Power's preferred route, as submitted on April 15, 2014 in the above-referenced dockets and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy, be selected.

I request that the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service be removed from consideration.

Sincerely,

Willard Comstock

25443 County Road 9
Roseau, MN 56751
218-424-7351
wncomstock@wiktel.com

From: [Blair Comstock](#)
 To: [Storm, Bill \(COMM\)](#); [O'Reilly, Ann \(OAH\)](#); rep.dan.fabian@house.mn
 Subject: Great Northern Transmission Line: TL-14-21
 Date: Monday, August 03, 2015 10:48:41 AM

August 3, 2015

TO: Mr. Bill Storm

Ms. Ann O'Reilly

Representative Dan Fabian

Senator LeRoy Stumpf

SUBJECT: COMMENTS CONCERNING THE REQUEST BY MINNESOTA POWER FOR A ROUTE PERMIT FOR THE GREAT NORTHERN TRANSMISSION LINE/DRAFT ENVIRONMENTAL IMPACT STATEMENT

REFERENCE: MPUC DOCKET NO. E01 5/TL-14-21 OAH CASE NO. 65-2500- 3 1637

My name is Blair Comstock and I am a *property owner and resident* of Roseau County Minnesota. I am writing to express my strong support for Minnesota Power's preferred route as submitted on April 15, 2014 in the above-referenced dockets, and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy.

Bear creek runs between the majority of our farm land. The route alternatives runs within a couple hundred feet from bear creek. Every year hundreds of ducks and geese nest here. Countless seagulls, pelicans, herons, cormorants, snipes, hawks, crows, swans and other migratory birds either make bear creek their home or visit it daily. Within 500 feet a pair of bald eagles have been nesting for 20 years. The Bald and Golden Eagle Protection Act of 1940 protects eagles from any outside human disturbance and "In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment." The migratory Bird Treaty Act of 1918 does the same thing, it protects the birds safety. Whether that's hunting or any other threat to the birds safety. And right now, the birds safety is under risk from Great Northern Transmission lines. Birds are not alot different from humans. They live where we live. Like Deer and other animals, they live off of our fields. They eat the food that we grow for the world.

The amended border crossing and power line route proposed by Minnesota Power is the only feasible border crossing and power line alignment through Roseau County, given the agreement between Minnesota Power and Manitoba Hydro.

The route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service were submitted without input from Roseau County and its residents.

I am opposed to the proposed route alternatives, including the Roseau Lake WMA Alternative --Segments 1 & 2, in Roseau County. These alternatives will cause significant negative impacts on private property owners and agricultural land use, and interfere with the safe and orderly operation of the Roseau Public Airport. Additionally, the proposed alternatives will unnecessarily increase the length of the power lines in Roseau County.

The impact to agricultural land uses and human settlements must be minimized. After careful and thoughtful review of the various proposed routes through Roseau County, I believe that Minnesota Power's

0066-1

The scoping process provided an opportunity to recommend alternatives to be analyzed in the EIS, including the border crossing alternatives submitted by the MnDNR and USFWS. For the range of reasonable alternatives, impacts to human settlement, agriculture, land use, vegetation, and airports/airstrips are among the impacts evaluated in the EIS. No changes are made to the EIS in response to this comment.

0066-1

proposed route would accomplish these objectives to the greatest extent possible.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), require the granting of easements across fertile and productive agricultural land. Access to these easements present the potential to cause sustained damage to the agricultural land as Minnesota Power constructs and maintains the power lines that follow the easements.

These easements will also create artificial boundaries in the fields where noxious and harmful weeds and plant life can grow and cause damage to the surrounding agricultural land. These noxious and harmful weeds and plant life can have a significant negative impact on the overall production of the planted field. These easements will create drainage problems for the fields and will increase the difficulty to place drain tile in the fields.

The route alternatives, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service (Roseau Lake WMA Alternative -- Segments 1 & 2), disregard and effectively negate over three years of good faith dialogue and participation by Roseau County officials and its residents, who have been working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that will provide the least impact to residents, property owners and agricultural land.

Minnesota Power's extensive planning process, for this project, was conducted in a very deliberate and transparent manner. Minnesota Power used a voluntary outreach approach that included multiple open houses for Roseau County residents and multiple meetings with Roseau County officials. This approach and collaboration resulted in the realignment of the originally proposed border crossing further to the east to avoid potential impacts to any future expansions of the Piney-Pinecreek Border Airport and the Department of Natural Resources' Roseau River Wildlife Management Area. Minnesota Power's proposed route through Roseau County minimizes impacts on private property owners and agricultural land, while maximizing use of state lands and current power line easements.

The Minnesota Department of Natural Resources and US Fish & Wildlife Service had ample opportunity to participate in the initial Minnesota Power planning process. Yet, these two government agencies waited to propose additional border crossings and route alternatives that were carried forward into the scope of the draft EIS without input from Roseau County and its residents.

This back door, after the fact, approach demonstrates a total lack of respect for the planning process, Roseau County and its residents. Based on past history of the Minnesota Department of Natural Resources, concerning projects of this nature, it is my perception that this is DNR's "business as usual" approach to this type of situation.

I request that the Minnesota Power's preferred route, as submitted on April 15, 2014 in the above-referenced dockets and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy, be selected.

I request that the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service be removed from consideration.

Sincerely,

Blair Comstock

27380 county road 9

Roseau Mn 56751

701-866-6593

0066-1 0066-1 cont'd
Continued

horsiemcgrath@hotmail.com

From: [Arthur Krahn](#)
To: [Storm, Bill \(COMM\)](#)
Subject: Transmission line
Date: Monday, August 03, 2015 9:55:26 PM

0067-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Dear Bill Storm,

The original proposed line is the best. Power lines in the forest are a good thing. Hikers, berry pickers, bird watchers, hunters, DNR workers, loggers, firefighters, and anyone else who actually spends time in the woods uses and benefits from open lines cut into the forest. They help many people keep from getting lost as well. The big game, small game, and birds also use and benefit from the young growth and better grass that comes as a result of maintaining a transmission line through the forest. The line going north of the Beltrami Island state forest is not so. Back yards, food plots, and small woods do not benefit from a transmission line but are damaged by it.

Sincerely,
Arthur Krahn

0067-1

From: apache@web.lmic.state.mn.us
To: [Storm, Bill \(COMM\)](#)
Subject: Gaukerud Sun Aug 2 09:12:13 2015 14-21
Date: Sunday, August 02, 2015 9:12:14 AM

0068-1

Thank you for your comment.

No changes are made to the EIS as a result of this comment.

This public comment has been sent via the form at: mn.gov/commerce/energyfacilities/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Minnesota Power Great Northern Transmission Line Project (Routing)

Docket number: 14-21

User Name: John Gaukerud

County: Roseau County

City: Badger

Email: jgaukerud@wiktel.com

Phone: 2185283529

Impact: As a private landowner and farmer I am very much opposed to the alternative route proposed. The line would divide my fields on my farm and would make it very difficult for aerial spraying and other normal farming practice's. This is a project for public good and should follow the route on public land. My property is on map 21 of the west section of the project.

0068-1

Mitigation:

Submission date: Sun Aug 2 09:12:13 2015

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us



Justice

Legal Services Branch
Civil Law Division
Room 730 Woodsworth Building
405 Broadway
Winnipeg MB R3C 3L6

COPY

In reply, please refer to:
Gord Hannon
General Counsel

Phone: (204) 945-0242
Fax: (204) 948-2244
Gord.Hannon@gov.mb.ca
File No: NR04D0 (429)

June 2, 2015

Administrative Law Judge Ann O'Reilly
Office of Administrative Hearings
600 N. Robert Street
St. Paul, MN 55164

RECEIVED
JUN 04 2015
MINNESOTA PUBLIC
UTILITIES COMMISSION

Dear Madam:

Re: Canadian and Provincial Permitting of the Manitoba Minnesota
Transmission Project
OAH Docket No. 65-2500-31367
MPUC Docket No. E-015/TL-14-21

Please find enclosed Manitoba Justice's comments to the Minnesota Public Utilities Commission E-Docket Number E-015/TL-14-21, in the Matter of the Application of Minnesota Power for a Route Permit for the Great Northern Transmission Line Project in Roseau, Lake of the Woods, Beltrami, Koochiching and Itasca Counties. Please include our comments in the above-referenced record.

Yours truly,

Gordon E. Hannon
General Counsel

c. Dan Wolf, Executive Secretary, Minnesota Public Utilities Commission ✓



Justice

Legal Services Branch
 Civil Law Division
 Room 730 Woodsworth Building
 405 Broadway
 Winnipeg MB R3C 3L6

In reply, please refer to:
Gord Hannon
 General Counsel

Phone: (204) 945-0242
 Fax: (204) 948-2244
 Gord.Hannon@gov.mb.ca
 File No: NR04D0 (429)

June 2, 2015

Administrative Law Judge Ann O'Reilly
 Office of Administrative Hearings
 600 N. Robert Street
 St. Paul, MN 55164

Dear Madam:

Re: Canadian and Provincial Permitting of the Manitoba Minnesota
 Transmission Project
 OAH Docket No. 65-2500-31367
 MPUC Docket No. E-015/TL-14-21

Through representatives of Manitoba Hydro, representatives of the Government of Manitoba have been informed of regulatory developments regarding Minnesota Power's application for a route permit that would allow the construction of the Great Northern Transmission Line, the United States portion of a proposed new International Power Line ("IPL"), that would connect with the Manitoba Minnesota Transmission Project ("the Project") at the Canada-United States Border.

On behalf of the Government of Manitoba, this letter is being submitted for filing on the public record and to inform the Administrative Law Judge, Minnesota Department of Commerce – Energy Environmental Review and Analysis Division and Minnesota Public Utilities Commission about these issues:

- (I) Canadian federal and Manitoba provincial legal regime and regulatory processes for authorizing an International Transmission Line;
- (II) an overview of the regulatory processes in Canada to date;
- (III) the required steps to complete the regulatory processes in Canada; and
- (IV) coordination with United States and Minnesota regulatory processes.

As a representative of the Government of Manitoba we can advise particularly of the Manitoba Government understanding of Manitoba provincial regulatory processes. However, the federal National Energy Board ("the NEB") has Canadian federal regulatory responsibilities under federal law because of the international nature of the

IPL. Manitoba is working with the NEB to coordinate the provincial and federal regulatory processes.

I. Canadian Federal and Provincial Legal Regime and Regulatory Processes for Authorizing an International Transmission Line

A. Overview

Under Canada's *Constitution Act, 1867*, laws in relation to international power lines are matters of exclusive federal jurisdiction. This jurisdiction has been exercised by the enactment by Canadian Parliament of the *National Energy Board Act* and the provisions of the *Canadian Environmental Assessment Act, 2012* relating to IPLs.

Provincial legislation applies to the use and allocation of Crown (public) land in Manitoba for the line in Manitoba.

Generally, intra-provincial power transmission lines are subject to environmental assessment and licensing under *The Environment Act* of Manitoba. *The Environment Act* provides a regime of environmental assessment and licensing of projects or developments of defined classes. Transmission lines greater than 230 kV are considered Class 3 developments under the Classes of Development Regulation made under *The Environment Act* and are thus subject to the highest level of environmental assessment under Manitoba legislation. All documents filed in the environmental assessment process are filed on a public registry. The Environmental Impact Statement is open to public comments which are considered in the decision-making process.

Federal legislation allows for the involvement of provincial authorities and processes, including the assessment of the environmental impacts of IPLs, under certain circumstances. A common feature of both federal and provincial environmental review processes is the requirement for an applicant to conduct a public engagement program ("PEP") regarding the project, including the proposed route of an IPL, and its potential socio-economic and environmental impacts as part of its environmental assessment of the project prior to filing an application for licenses and authorizations.

The regulatory practice in Manitoba is that government authorities do not formally engage in public consultations about projects of this type. Government decision makers do not generally engage directly in public consultation: public input is provided through the proponent's public engagement program and through comments on the public registry. In some cases, however, a public hearing may be commissioned by the minister of Conservation and Water Stewardship before the Clean Environment Commission, for the Commission to provide advice to decision makers respecting a proposed development.

The Government of Manitoba engages directly in consultations with Aboriginal peoples about potential adverse effects of the project on the exercise of Aboriginal or treaty rights recognized pursuant to section 35 of the *Constitution Act, 1982*.

B. Canadian Federal law**1. *National Energy Board Act, R.S.C., 1985, c. N-7***

The responsibility for regulating the construction and operation of IPLs rests with the National Energy Board of Canada pursuant to the *National Energy Board Act, R.S.C., 1985, c. N-7*. In accordance with Section 58.1 of the *National Energy Board Act*, authorization is required to construct or operate an IPL. The National Energy Board Electricity Regulations, SOR/97-130 set out a comprehensive list of information requirements for inclusion in an application to be filed with the NEB for an authorization of an IPL. The NEB Electricity Filing Manual provides additional extensive detail and guidance on the expectations for the content of an application. Both the regulations and the Filing Manual identify the need for an application to contain: an identification of a single proposed route and border crossing point for the IPL; an environmental and socio-economic assessment of the IPL; and a description of the Public Engagement Program that has been undertaken by the applicant. Upon the filing of an application, the NEB's authority is limited under Section 58.11 of the Act to either issuing a permit authorizing the IPL or recommending and issuing a certificate for the IPL. There is no authority for NEB to determine an alternate route for an IPL.

Notwithstanding federal jurisdiction over IPLs, Sections 58.17 and 58.2 of the Act allow for the application of provincial laws to certain matters relating to IPLs, including environmental assessment, where an Order in Council is issued by the government of the province where the IPL is located. While the NEB allows for a provincial environmental review process, and while the NEB is also under a duty to seek to avoid the duplication of measures undertaken by a province in respect of an IPL, the NEB is prohibited from delegating its decision-making authority regarding the environmental impacts of an IPL under federal environmental legislation, as discussed below.

2. *Canadian Environmental Assessment Act, 2012, S.C. 2012, c. 19, s. 52*

The construction, operation and decommissioning of a new electrical transmission line with a voltage of 345 kV or more and requiring 75 km or more of new right of way in totality is considered a Designated Project pursuant s. 39 of the Schedule to the *Regulation Designating Physical Activities* SOR/2012-147 under the *Canadian Environmental Assessment Act, 2012, S.C. 2012, c. 19, s. 52 (CEAA, 2012)*.

Pursuant to paragraph 15(b) of *CEAA, 2012*, the NEB is a "Responsible Authority" for a "Designated Project" regulated under the *National Energy Board Act*. As part of its responsibilities, the NEB must ensure that an environmental assessment has been performed by the applicant pursuant to *CEAA, 2012* and must determine whether the IPL is likely to cause significant adverse environmental effects.

C. Provincial law

1. *The Crown Corporations Public Review and Accountability Act*, C.C.S.M. c. P336 and *The Public Utilities Board Act*, C.C.S.M. c. P280

The Public Utilities Board of Manitoba ("the PUB") has jurisdiction over Manitoba Hydro's retail electricity rates in accordance with Section 26 of *The Crown Corporations Public Review and Accountability Act* and *The Public Utilities Board Act*. Although the PUB does not have the specific authority to review Manitoba Hydro's capital projects, the PUB can be assigned additional duties by order of the Lieutenant Governor in Council.

Manitoba Order in Council 128/2013 was issued on April 17, 2013 under the authority of section 107 of *The Public Utilities Board Act* requiring a panel of the Public Utilities Board of Manitoba to conduct a "Needs For and Alternatives To" ("NFAT") review of Manitoba Hydro's preferred development plan, including the construction of a new 500 kV IPL and to make a recommendation to the Government of Manitoba as to whether construction of the new IPL should go forward.

2. *The Environment Act*, C.C.S.M. c. E125

The construction of electrical transmission lines greater than 230 kV and associated facilities is considered a Class 3 Development pursuant to the [Classes of Development Regulation](#) M.R. 164/88, made under *The Environment Act* and is subject to licensing under Section 12 of *The Environment Act*. The [Licensing Procedures Regulation](#), M.R. 163/88 made under the Act outlines the process to be used and the information requirements for proposals under the Act. Subsection 1(1) of this Regulation requires the submission of a proposal that contains the location of the proposed development and a description of the environmental and socio-economic impacts of the development. A full, detailed assessment of the impacts for the proposed development is limited to the single proposed route and associated infrastructure. While alternative routes are included in the proposal, they are included only for comparison purposes to demonstrate why the single proposed route was selected. The proposal will not include detailed environmental or social-economic impacts of these alternatives. Should the proposed route be rejected in this process, an alternative route is not chosen by the regulator.

The Environment Act process includes an opportunity for public comments through a public registry maintained by Manitoba Conservation and Water Stewardship

3. *The Crown Lands Act*, C.C.S.M. c. C.340

Publicly-owned lands in Canada are considered to be "Crown lands", administered and controlled on behalf of the Crown. Under Canada's constitution Crown lands are generally administered and controlled by the provinces. The use and allocation of Crown

lands in Manitoba is governed by *The Crown Lands Act*. That Act provides the legislative authority for the provincial government to allocate or grant rights in provincial Crown land in Manitoba. Authorizations for the use of any Crown land for the IPL in Manitoba will be required to be granted under *The Crown Lands Act*.

4. The Constitution Act, 1982 and Consultation by the Government with Aboriginal Peoples

Subsections 35(1) and (2) of the *Constitution Act, 1982* state:

Recognition of existing aboriginal and treaty rights

35. (1) The existing aboriginal and treaty rights of the aboriginal peoples of Canada are hereby recognized and affirmed.

Definition of "aboriginal peoples of Canada"

(2) In this Act, "aboriginal peoples of Canada" includes the Indian, Inuit and Métis peoples of Canada.

The *Constitution Act, 1982* is part of the constitution of Canada and applies to federal and provincial government action. In accordance with governing case law interpreting s. 35, including leading Supreme Court of Canada cases *Haida Nation v. British Columbia (Minister of Forests)*, [2004] 3 S.C.R. 511, 2004 SCC 73 and *Mikisew Cree First Nation v. Canada (Minister of Canadian Heritage)* [2005] 3 S.C.R. 388, 2005 SCC 69, it is settled law in Canada that the Crown (federal and provincial governments within the scope of their responsibilities) has a duty to consult with Aboriginal peoples about any decision or action that might affect the exercise of Aboriginal rights or treaty rights of the Aboriginal peoples and to attempt in good faith to address or accommodate concerns expressed by the Aboriginal peoples about those effects before making the decision or taking the action.

The Government of Manitoba has developed an Interim Provincial Policy for Crown Consultation with First Nations, Métis Communities and Other Aboriginal Communities as a general statement of the approach of the Government to meeting its duty of consultation with Aboriginal peoples. The Government is committed to completing consultation processes with potentially-affected Aboriginal communities. In order to determine the communities potentially affected an initial assessment of the consultation requirements is undertaken by the Government based on the route of the proposed project. Consultation is being planned based on the identified proposed route in Manitoba.

II. An Overview of the Regulatory Processes to Date

The need for and justification for the Project has already been confirmed by the Public Utilities Board of Manitoba as a result of the NFAT review process conducted between June 2013 and May 2014. The PUB issued a final report to the Manitoba Government

on the NFAT process in June 2014. The NFAT review process commenced with the filing of Manitoba Hydro's proposal and rationale, followed by two rounds of written information requests, the filing of evidence by interveners, one further round of information requests, and finally a hearing held from March 3 to May 26, 2014. The NFAT review included the appointment of independent expert consultants to examine Manitoba Hydro's plans. Those experts filed reports on their findings and testified at the NFAT hearing.

The PUB final report recommended that Manitoba Hydro be given approval to proceed with the construction of the proposed 500 kV Manitoba Minnesota transmission line. On December 10, 2014, Order in Council 545/2014 was issued by the Government of Manitoba under *The Manitoba Hydro Act* authorizing Manitoba Hydro to proceed with all actions necessary to construct and operate the new transmission line.

Manitoba Order in Council No. 00386/2013 has also been issued under the authority of the *National Energy Board Act* designating the Manitoba Minister of Conservation and Water Stewardship as the provincial regulatory agency for the proposed IPL. This allows for the provincial environmental assessment and licensing process under *The Environment Act* to apply to the portion of the line in Manitoba.

It is our understanding that Manitoba Hydro has considered several different alternative routes for the Project over the last few years and conducted a Public Engagement Process that included consideration of these alternative routes. Based upon the outcome of that Public Engagement Process and a detailed route selection process conducted with the assistance of several external consultants, Manitoba Hydro has selected a specific proposed route. That route ends at a border crossing that was determined after several months of analysis and in-depth discussion with Minnesota Power. The crossing selected was considered to be in the best interests of the overall project and acceptable to both parties.

It is our understanding that Manitoba Hydro will be filing an application with the NEB for approval of a specific final preferred route with an identified associated border crossing, consistent with Canadian legal requirements.

We understand that three pre-application meetings have been held with the NEB providing information regarding the scope of the Project and the intended authorizations that will be sought once the application is filed. As described below, the NEB was also provided with Manitoba Hydro's draft Scoping Document.

Several meetings have also been held with representatives of Manitoba Conservation and Water Stewardship with respect to scope of environmental assessment, including the Public Engagement Program. On November 21, 2014, Manitoba Hydro filed an Environment Act Proposal with MCWS for a Class 3 Development under subsections 12(1) and 12(3) of *The Environment Act*, and provided a draft Scoping Document that outlines the proposed contents of an Environmental Impact Statement (EIS) for the Manitoba-Minnesota Transmission Project that describes the various environmental

components that will be studied. Included in that draft Scoping Document was a map of the final preferred route that identified the selected border crossing.

Pursuant to subsection 12(4) of *The Environment Act*, MCWS posted the filed documents on a public registry, and provided an opportunity for public/stakeholder comment until February 25, 2015. The public registry is available on-line at: <http://www.gov.mb.ca/conservation/eal/registries/5750mbhydrombminnesota/index.html>

Also pursuant to subsection 12(4) of *The Environment Act*, the Proposal was provided for analysis to the Technical Advisory Committee (TAC), made up of experts from several different provincial departments, including the wildlife branch, heritage branch, and fisheries branch, of the preferred route and associated border crossing. Comments from various departments have already been received.

III. The Required Steps to Complete the Regulatory Processes in Canada

It is anticipated that the current round of public engagement by Manitoba Hydro will be completed by summer 2015 and Manitoba Hydro will file its Environmental Impact Statement with Manitoba Conservation and Water Stewardship shortly after that pursuant to subsection 12(5) of *The Environment Act*.

An application will subsequently be filed with NEB. The NEB application and the EIS filed under the Environment Act will both seek approval for the single proposed route and the selected border crossing.

Public notification of the NEB application will be made and an opportunity for interested parties to file written comments with NEB will be specified in the notice. Manitoba Hydro will then have an opportunity to file written responses to any comments.

Once the EIS is filed, MCWS, coordinating with the NEB, will then begin its assessment of the Project and the EIS in accordance with subsection 12(5) of *The Environment Act*. Public consultations conducted by Manitoba Hydro are taken into consideration by MCWS when conducting its assessment. A public hearing before the Manitoba Clean Environment Commission may also be ordered under clause 12(5)(e) and subsection 12(6) of that Act. The NEB also has jurisdiction to order a public hearing under section 24 of the *National Energy Board Act*. As such, there could possibly be a joint public hearing or two separate hearings.

The provincial Technical Advisory Committee also conducts an extensive review of submitted EIS documents and provides written information requests to Manitoba Hydro that must be satisfied as part of the process. This may be done in advance of the public hearing or concurrently. Again, that review is based upon the single proposed route and selected border crossing.

Independent of the environmental assessment process, including any public hearings is the Crown consultation process with Aboriginal communities referred to above. The

0069-1

DOE notes Manitoba Hydro's concerns related to the Border Crossing 500 kV Variation and the Border Crossing 230kV Variation alternatives, which were not analyzed by Manitoba Hydro in its planning and environmental process for the Canadian portion of the proposed transmission line. Section 1.3.2 of the EIS is updated to indicate concerns related to these crossings which are comprised of public (Crown) land immediately north of the international border and this land is identified as supporting aboriginal uses of great importance to First Nations in the Province of Manitoba.

0069-1

consultations will involve consideration of the single proposed route and selected border crossing.

IV. Coordination with United States and Minnesota Regulatory Processes

It is our understanding from Manitoba Hydro that the Minnesota Department of Commerce – Energy Environmental Review and Analysis Division and Minnesota Public Utilities Commission have issued an environmental scoping document that includes multiple alternative border crossings in addition to the border crossing associated with the Preferred Route. It is further our understanding that these additional border crossings are not included in Minnesota Power's application for a Presidential Permit.

Any decision by the Minnesota Department of Commerce, Energy Environmental Review and Analysis Division, or Minnesota Public Utilities Commission that would require a border crossing other than the selected border crossing included in the Canadian, Provincial and Presidential Permit review process will require the filing of new or amended applications containing a different proposed route. Manitoba Hydro advises that the filing of new or amended proposals with MCWS, or a new or amended application to the NEB, would require significant new studies to address the change in route to a different border crossing as part of the regulatory process in Canada. Manitoba Hydro also advises that it would be very unlikely that the necessary studies and the regulatory process would be completed in time to meet the proposed 2020 in-service date. As the agreements between Manitoba Hydro and Minnesota Power require a 2020 in-service date, the project may therefore be jeopardized.

Yours truly,



Gordon E. Hannon
General Counsel

c. Dan Wolf, Executive Secretary, Minnesota Public Utilities Commission

Appendix A – Links to legislation and key documents referred to in letter

Order in Council 00128/2013 for Manitoba Public Utilities Board NFAT Review:

<http://oic.gov.mb.ca/OICDocs/2013/04/Healthy%20Living.%20Seniors%20&%20Consumer%20Affairs.130417.Public%20Utilities%20Board%20Act.1282013.pdf>

Terms of Reference for Manitoba Public Utilities Board NFAT Review:

<http://www.pub.gov.mb.ca/pdf/nfat/TermsOfReference-Ap25.pdf>

Interim Provincial Policy for Crown Consultation with First Nations, Métis Communities and Other Aboriginal Communities:

http://www.gov.mb.ca/ana/pdf/pubs/interim_aboriginal_consultation_policy_and_guidelines.pdf

National Energy Board Act (Canada)

<http://laws-lois.justice.gc.ca/eng/acts/N-7/FullText.html>

National Energy Board Electricity Regulations

<http://laws-lois.justice.gc.ca/eng/regulations/SOR-97-130/index.html>

Canadian Environmental Assessment Act, 2012 (Canada)

<http://laws-lois.justice.gc.ca/eng/acts/C-15.21/index.html>

The Environment Act (Manitoba)

<http://web2.gov.mb.ca/laws/statutes/ccsm/e125e.php>

Classes of Development Regulation

http://web2.gov.mb.ca/laws/regs/current/_pdf-regs.php?reg=164/88

The Public Utilities Board Act (Manitoba)

<http://web2.gov.mb.ca/laws/statutes/ccsm/p280e.php>

The Crown Lands Act (Manitoba)

<http://web2.gov.mb.ca/laws/statutes/ccsm/c340e.php>

Order in Council 545/2014, authorizing Transmission Line

<http://oic.gov.mb.ca/OICDocs/2014/12/Manitoba%20Hydro.141210.Manitoba%20Hydro%20Act.5452014.pdf>

Order in Council 00386/2013

<http://oic.gov.mb.ca/OICDocs/2013/11/Conservation%20&%20Water%20Stewardship.131106.National%20Energy%20Board%20Act.3862013.pdf>



PO Box 7950 Stn Main • Winnipeg, Manitoba Canada • R3C 0J1
(204) 360-4394 • sjohnson@hydro.mb.ca

July 30, 2015

Mr. William Cole Storm
Environmental Review Manager
Minnesota Department of Commerce
85 7th Place East, Suite 500
St. Paul, Minnesota, 55101

Dear Mr. Storm:

RE: Great Northern Transmission Line Border Crossing

As you are aware, Manitoba Hydro is the Proponent for the Canadian portion of the 500 kV transmission project known in Canada as the ‘Manitoba-Minnesota Transmission Project,’ and in the U.S. as the Great Northern Transmission Line (Project). We recently reviewed the Draft Environmental Impact Statement (EIS) (June 19, 2015), submitted by the Minnesota Department of Commerce - Energy Environmental Review and Analysis Staff and U.S. Department of Energy.

The Draft EIS identifies a number of border crossing variations that are under consideration. Manitoba Hydro would like to provide the following comments regarding selection of the border crossing:

1. Manitoba Hydro can only support the agreed-upon border crossing located at Lat. 49 00 00.00N; Long. 95 54 50.49W; known as the Proposed Border Crossing - Blue/Orange Route in the Draft EIS and noted as the MH Preferred Border Crossing and shown as a light blue area on the attached map.

Manitoba Hydro completed a robust, transparent comparative analysis of routes and all potential border crossings using a process based on the EPRI-GTC Overhead Electric Transmission Line Siting Methodology. This process:

- Evaluated numerous social, technical and environmental factors, similar to those criteria identified in the Minnesota Public Utilities Commission routing and siting regulations (such as land use, human settlement, agriculture, forestry, cultural and historic resources, wildlife, rare species, water resources, noise, air quality, health and safety, engineering constraints, etc.);
- Incorporated routing preferences (that is, a weighting of the routing criteria) based on discussions with internal and external stakeholders; and
- Used this data to identify and rank potential border crossings and routes.

Using this methodology, Manitoba Hydro determined that Piney East Border crossing (MH Former Border Crossing shown in light grey on the attached map) which encompassed Border Crossing Hwy 310 Variation, was not a feasible border crossing for a variety of compelling reasons. These included, but were not limited to, the fact that routes to this crossing traverse areas of high biological diversity that had been noted by government agencies and environmental

0070-1

Thank you for your comment. Section 1.3.2 of the EIS is updated to indicate the border crossing location developed by Manitoba Hydro in their planning process.

0070-2

DOE notes Manitoba Hydro's concerns related to the Border Crossing 500 kV Variation and the Border Crossing 230kV Variation alternatives, which were not analyzed by Manitoba Hydro in its planning and environmental process for the Canadian portion of the proposed transmission line. Section 1.3.2 of the EIS is updated to indicate concerns related to these crossings which are comprised of public (Crown) land immediately north of the international border and this land is identified as supporting aboriginal uses of great importance to First Nations in the Province of Manitoba.

0070-1

0070-2

0070-2 0070-2 cont'd
Continued

non-government organizations. Furthermore, this area is primarily composed of Crown (public) lands, which support traditional Aboriginal use and First Nations noted significant concerns in regards to route alternatives in this area. Border Crossing 500 kV Variation and the Border Crossing 230 kV Variation were outside of the agreed upon Border crossing and thus were not analyzed but would pose many of the same challenges.

Based on our environmental analysis and public, First Nations and Métis engagement processes, in consultation with Minnesota Power, the Proposed Border Crossing - Blue/Orange Route was selected as the preferred end point for each entity. While other border crossings were favored by each entity, the Proposed Border Crossing – Blue/Orange route was jointly selected because it balances environmental, technical, and stakeholder impacts on both sides of the border.

The preferred route and border crossing were presented as part of a third round of our engagement processes earlier this year. With the feedback received and through the environmental review work being undertaken, Manitoba Hydro determined the final placement of the transmission line and will submit an environmental impact statement to Manitoba Conservation and Water Stewardship. An application will also be filed with the National Energy Board in September. Manitoba Hydro **does not** have routes that connect to the border crossing variations included in the Draft EIS. Our application will only include the Proposed Border Crossing - Blue/Orange Route location developed and agreed upon by Manitoba Hydro and Minnesota Power.

Manitoba Hydro and Minnesota Power have made a business commitment to have the Project in service by June 2020. Selection of a border crossing location that does not align with our border crossing and route jeopardizes this commitment and the Project.

Should you have any questions or require further clarification please do not hesitate to contact me at 204-360-4394.

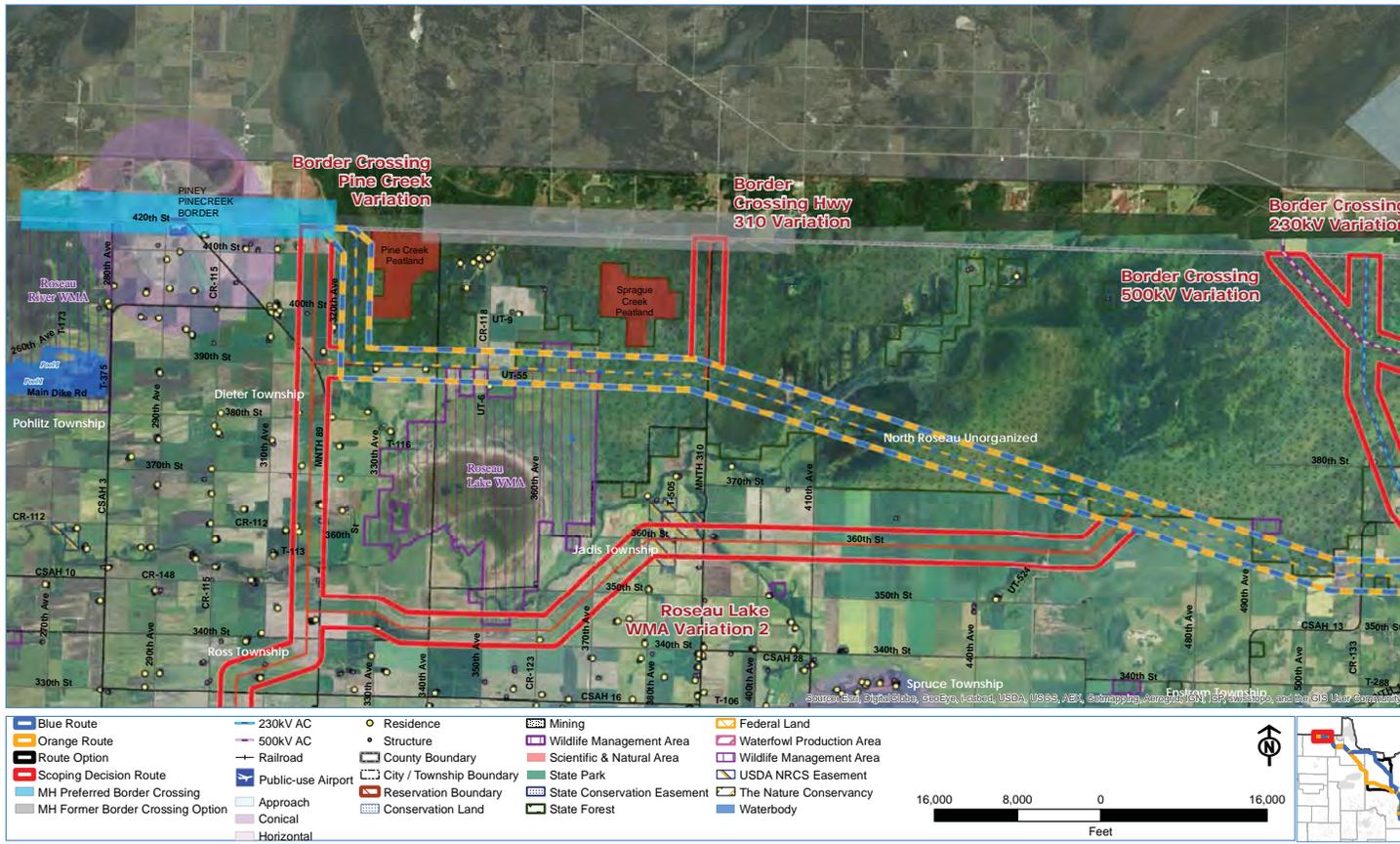
Regards,

Original signed by Shannon Johnson

Shannon Johnson
Manager
Licensing and Environmental Assessment Department
Manitoba Hydro
820 Taylor Ave (3)
Winnipeg, Manitoba
R3M 3T1

Attachments: 1

Cc: Julie Ann Smith, PhD, Federal Document Manager
DOE Office of Electricity Delivery and Energy Reliability
1000 Independence Avenue SW
Washington, DC, 20585





Board of Commissioners
606 5th Ave. SW, Room #131
Roseau, MN 56751
Phone: 218-463-4248
Fax: 218-463-3252

A motion was made by Commissioner Miller, seconded by Commissioner Falk and carried unanimously to adopt the following resolution:

2015-02-01

SUPPORTING MINNESOTA POWER'S GREAT NORTHERN TRANSMISSION LINE PROPOSED ROUTE ALTERNATIVES

MPUC DOCKET NO. E015/TL-14-21

OAH CASE NO. 65-2500-31637

DOE OE DOCKET NO. PP-398

WHEREAS, Minnesota Power is proposing to construct the 500 kV Great Northern Transmission Line from the Manitoba/Minnesota international border in Roseau County to the Blackberry Substation in Itasca County by June 1, 2020; and

WHEREAS, Minnesota Power is partnering with Manitoba Hydro to build this line that will deliver, clean renewable hydropower from northern Manitoba to Minnesota and the upper Midwest; and

WHEREAS, Minnesota Power has been working with Roseau County, and residents and landowners in Roseau County, for over three years to develop and refine a route for this project that provides the least impact to residents and landowners; and

WHEREAS, this voluntary outreach has included multiple open houses in Roseau County, and multiple meetings updating Roseau County Commissioners, in addition to the required legal notices to Roseau County and multiple public hearings on the need for the Great Northern Transmission Line, and the scope of the environmental impact statement for the State route permit and Federal Presidential Permit; and

WHEREAS, in September 2014, the Minnesota Public Utilities Commission approved a working group to gather additional public input and two Roseau County Commissioners participated in these working group meetings, and provided input on the proposed routes and border crossing; and

WHEREAS, in October 2014, Minnesota Power submitted to the United States Department of Energy an amendment to its border crossing based on consultation with landowners and stakeholders in Roseau County that the originally proposed border crossing was no longer feasible given constraints from the future expansion of the Piney-Pinecreek Border Airport and the Roseau River Wildlife Management Area; and

WHEREAS, with this new information, Minnesota Power and Manitoba Hydro reached an agreement on a new border crossing that would originate at the Minnesota-Manitoba border roughly 2.9 miles east of Highway 89 in Roseau County. It would proceed southeast 0.2 miles and then travel south 2.3 miles to 390th Street and turn east following Minnesota Power's proposed Blue and Orange Routes as proposed in its April 15, 2014 Route Permit and Presidential Permit applications; and

District 1, Glenda Phillippe** District 2, Jack Swanson, Chair
District 3, Roger Falk, Vice-Chair ** District 4, Todd Miller ** District 5, Mark Foldesi

An Equal Opportunity Employer

0071-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

WHEREAS, during the scoping process for the environmental impact statement, additional border crossings were proposed by the Minnesota Department of Natural Resources and private landowners, and four of these additional border crossings were carried forward by the Minnesota Department of Commerce into the scope of the draft environmental impact statement; and

WHEREAS, Roseau County supports the amended border crossing proposed by Minnesota Power as the only feasible border crossing given the agreement between Minnesota Power and Manitoba Hydro; and

WHEREAS, Roseau County opposes the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service that were done without input from Roseau County, including the Roseau Lake WMA Alternative, due to more impacts on private landowners and agricultural land use and interfering with a public airport; and

WHEREAS, it is in the best interests of Roseau County that impacts to agricultural land uses and human settlements be minimized and Minnesota Power's proposed route appears to accomplish those objectives; and

WHEREAS, the route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service effectively negate over three years of good faith participation by Roseau County, and its residents, in working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that attempts to provide the least impact to residents and landowners;

NOW THEREFORE BE IT RESOLVED, Roseau County supports Minnesota Power's preferred route as submitted on April 15, 2014 in the above-referenced dockets and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy; and

BE IT FURTHER RESOLVED, Roseau County designates Commissioners Roger Falk and Todd Miller as possible participants in the public information meetings on the draft environmental impact statement, and the State route permit public hearings, and may provide written and oral testimony consistent with this Resolution.

0071-1

STATE OF MINNESOTA)
) ss
COUNTY OF ROSEAU)

I, Jeff Pelowski, County Coordinator in and for Roseau County, Minnesota, do hereby certify that the foregoing is a true and correct copy of a part of the proceedings adopted by the Roseau County Board of Commissioners on February 10, 2015.

(SEAL)


Jeff Pelowski
Roseau County Coordinator

District 1, Glenda Phillippe** District 2, Jack Swanson, Chair
District 3, Roger Falk, Vice-Chair ** District 4, Todd Miller ** District 5, Mark Foldesi

An Equal Opportunity Employer

0072-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

ATTN: The Honorable Ann O'Reilly
Bill Storm
Jim Atkinson

The Dieter Town Board County of Roseau MN with Reservations will support Minnesota Powers Proposed transmission line Route Alternatives, from the Manitoba Canada USA Border Crossing 2.9 miles East of State Hiway 89 then south 2.3 miles to 390th Street then East along 390th Street out of Dieter township, our main concern in Dieter township is the line goes close to Building sites and homes IT could be moved into waste land and not harm anybody or anything.

The Proposed routes the DNR Has laid out are extremely Destructive and Intrusive on Farm Land and occupied homes and building sites. Each time the Home owners and Land owners pay these taxes they pay for the waict Land that is Not taxed. When a project for the public good like this comes along IT should Be on Public lands.

Thanks, Marlin Elton

Clerk Dieter township
Land and Home owner Dieter township Roseau Co.
Marlin Elton

0072-1

Dan Fabian
State Representative



Minnesota House of Representatives

District 1A
Kittson, Marshall, Pennington and Roseau
Counties

MPUC DOCKET NO. E015/TL-14-21

OAH CASE NO. 65-2500-31637

Dear Mr. Wolf,

I am writing to express my strong support for Minnesota Power's proposed route alternatives and international border crossing of the Great Northern Transmission Line through my House District. The Great Northern Transmission Line is an important project that will connect not just Minnesota Power and Manitoba Hydro, but will provide connections and benefits for the entire region. That said, a transmission project of this size and magnitude must be planned in a careful and deliberate manner recognizing the critical international cooperation. Based on what I have observed first hand and through working closely with Minnesota Power and my constituents, I firmly believe Minnesota Power has exceeded that standard and hope that the Minnesota Public Utilities Commission takes this into account when evaluating route alternatives and the border crossing.

The MPUC should take into account that Minnesota Power has been working with Roseau County and my constituents for over three years to develop and refine a route for this project that provides the least impact to residents and landowners. These routes have not been done in isolation, but through a voluntary outreach approach that has included multiple open houses in Roseau County and multiple meetings with Roseau County. This approach and collaboration led Minnesota Power to moving the originally proposed border crossing further to the east to avoid potential impacts to any future expansions of the Piney-Pinecreek Border Airport and the Department of Natural Resources' Roseau River Wildlife Management Area. The new border crossing minimizes impacts on private landowners, maximizes use of state lands, and is the only feasible border crossing given the agreement between Minnesota Power and Manitoba Hydro.

However, despite these facts, the DNR and US Fish & Wildlife Service proposed additional border crossings and route alternatives that were carried forward into the scope of the draft EIS. Similar to the reasons expressed by the Roseau County Board Resolution, I oppose these proposed route alternatives in Roseau County. These route alternatives were done without input from Roseau County or my constituents and would inflict significantly more impacts on private landowners and farmers, while unnecessarily increasing the length of the line in Roseau County. While I understand the MPUC must apply its statutory factors in evaluating routes for transmission lines, in this instance I believe it is in the best interest of my constituents to limit the impacts on agricultural land uses and homes and Minnesota Power's proposed route accomplishes that interest. If the MPUC accepts any of the route alternatives submitted by the DNR and US Fish & Wildlife Service, the three years of coordination by Minnesota Power and stakeholders, including myself, will be negated.

The Great Northern Transmission Line provides many benefits to the State of Minnesota and to maximize those benefits the MPUC should minimize impacts on residents and farmers in Roseau County.

Sincerely,

Dan Fabian

0073-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

0073-1

0074-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

April, 2015

Senate
State of Minnesota

Daniel P. Wolf
Executive Director
Minnesota Public Utilities Commission
121 7th Place East, Suite 350
St. Paul, MN 55101-2147

RE: Great Northern Transmission Line
MPUC Docket No. E015/TL-14-21

Dear Executive Director Wolf,

We are writing to express our solid support for Minnesota Power's proposed route alternatives and international border crossing of the Great Northern Transmission Line. This project will go through Senator Skoe's Senate District and has a statewide impact given size and projected property tax revenues of \$40,000 to \$70,000 per mile from the project. The Great Northern Transmission Line is an important project that will connect not just Minnesota Power and Manitoba Hydro, but will provide connections and benefits for the entire region. This project will also support additional clean, renewable hydro power being transmitted from Manitoba Hydro to electric consumers in Minnesota. A transmission project of this size and scope must be planned in a careful and deliberate manner recognizing the important international cooperation.

The MPUC should take into account that Minnesota Power has been working with local governments and Senator Skoe's constituents for over three years to develop and refine a route for this project that provides the least impact to residents and landowners. These routes have not been done in isolation, but through a voluntary outreach approach that has included multiple open houses and multiple meetings updating local governments. However, despite these facts, the DNR and US Fish & Wildlife Service proposed additional border crossings and route alternatives that were carried forward into the scope of the draft EIS. We oppose these proposed route alternatives. These route alternatives were done without input from local governments or Senator Skoe's constituents and would provide significantly more impacts to private landowners and farmers, while unnecessarily increasing the length of the line. While we understand the MPUC must apply its statutory factors in evaluating routes for transmission lines, in this instance it is in the best interest of Minnesota residents to limit the impacts on agricultural land uses and homes and Minnesota Power's proposed route accomplishes that interest. If the MPUC accepts any of the route alternatives submitted by the DNR and US Fish & Wildlife Service, the three years of coordination by Minnesota Power and stakeholders will be negated.

The Great Northern Transmission Line provides many benefits to the State of Minnesota and to maximize those benefits the MPUC should minimize impacts on residents and farmers.

Sincerely,


Senator Rod Skoe
Chair, Senate Tax Committee

Sincerely,


Senator Ann H. Rest
Chair, Senate Tax Reform Division

0074-1

0075-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

April, 2015

Senate
State of Minnesota

Daniel P. Wolf
Executive Director
Minnesota Public Utilities Commission
121 7th Place East, Suite 350
St. Paul, MN 55101-2147

RE: Great Northern Transmission Line
MPUC Docket No. E015/TL-14-21

Dear Executive Director Wolf,

We are writing to express our solid support for Minnesota Power's proposed route alternatives and international border crossing of the Great Northern Transmission Line. This project will go through Senator Skoe's Senate District and has a statewide impact given size and projected property tax revenues of \$40,000 to \$70,000 per mile from the project. The Great Northern Transmission Line is an important project that will connect not just Minnesota Power and Manitoba Hydro, but will provide connections and benefits for the entire region. This project will also support additional clean, renewable hydro power being transmitted from Manitoba Hydro to electric consumers in Minnesota. A transmission project of this size and scope must be planned in a careful and deliberate manner recognizing the important international cooperation.

The MPUC should take into account that Minnesota Power has been working with local governments and Senator Skoe's constituents for over three years to develop and refine a route for this project that provides the least impact to residents and landowners. These routes have not been done in isolation, but through a voluntary outreach approach that has included multiple open houses and multiple meetings updating local governments. However, despite these facts, the DNR and US Fish & Wildlife Service proposed additional border crossings and route alternatives that were carried forward into the scope of the draft EIS. We oppose these proposed route alternatives. These route alternatives were done without input from local governments or Senator Skoe's constituents and would provide significantly more impacts to private landowners and farmers, while unnecessarily increasing the length of the line. While we understand the MPUC must apply its statutory factors in evaluating routes for transmission lines, in this instance it is in the best interest of Minnesota residents to limit the impacts on agricultural land uses and homes and Minnesota Power's proposed route accomplishes that interest. If the MPUC accepts any of the route alternatives submitted by the DNR and US Fish & Wildlife Service, the three years of coordination by Minnesota Power and stakeholders will be negated.

The Great Northern Transmission Line provides many benefits to the State of Minnesota and to maximize those benefits the MPUC should minimize impacts on residents and farmers.

Sincerely,


Senator Rod Skoe
Chair, Senate Tax Committee

Sincerely,


Senator Ann H. Rest
Chair, Senate Tax Reform Division

0075-1

LeRoy Stumpf
Senator – District 1
G-12 State Capitol
75 Dr. Martin Luther King, Jr. Blvd.
St. Paul, MN 55155
Phone (651) 296-8660



Senate

State of Minnesota

May 6, 2015

MPUC DOCKET NO. E015/TL-14-21

Dear PUC Commissioners Heydinger, Wergin, Lange, Lipschultz and Tuma,

I am writing to express my strong support for Minnesota Power's proposed route alternatives and international border crossing of the Great Northern Transmission Line through my Senate District. The Great Northern Transmission Line is an important project that will connect not just Minnesota Power and Manitoba Hydro, but will provide connections and benefits for the entire region. This project will also support additional clean, renewable hydro power being transmitted from Manitoba Hydro to electric consumers in Minnesota. A transmission project of this size and scope must be planned in a careful and deliberate manner recognizing the important international cooperation.

The MPUC should take into that Minnesota Power has been working with Roseau County and my constituents for over three years to develop and refine a route for this project that provides the least impact to residents and landowners. These routes have not been done in isolation, but through a voluntary outreach approach that has included multiple open houses in Roseau County and multiple meetings updating Roseau County. However, despite these facts, the DNR and US Fish & Wildlife Service proposed additional border crossings and route alternatives that were carried forward into the scope of the draft EIS. Similar to the reasons expressed by the Roseau County Board Resolution, I oppose these proposed route alternatives in Roseau County. These route alternatives were done without input from Roseau County or my constituents and would provide significantly more impacts to private landowners and farmers, while unnecessarily increasing the length of the line in Roseau County. While I understand the MPUC must apply its statutory factors in evaluating routes for transmission lines, in this instance I believe it is in the best interest of my constituents to limit the impacts on agricultural land uses and homes and Minnesota Power's proposed route accomplishes that interest. If the MPUC accepts any of the route alternatives submitted by the DNR and US Fish & Wildlife Service, the three years of coordination by Minnesota Power and stakeholders will be negated.

0076-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

0076-1



Chair, Capital Investment Committee



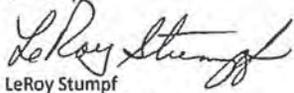
PUC Commissioners Heydinger, Wergin, Lange, Lipschultz and Tuma,

May 6, 2015

Page 2

The Great Northern Transmission Line provides many benefits to the State of Minnesota and to maximize those benefits the MPUC should minimize impacts on residents and farmers in Roseau County.

Sincerely,



LeRoy Stumpf
Senator – District 1

218-634-2836
218-634-2509 (Fax)



LAKE OF THE WOODS COUNTY

Lake of the Woods County Commissioners
206 8th Ave SE, Suite 260
Baudette, MN 56623

The following resolution was offered by Commissioner Hanson, seconded by Commissioner Moorman and moved for adoption:

MINNESOTA POWER'S GREAT NORTHERN TRANSMISSION LINE

RESOLUTION NO. 15-06-08

MPUC Docket No. E015/TL-14-21
OAH CASE NO. 65-2500-31637,
DOE OE DOCKET NO. PP-398

WHEREAS; Minnesota Power is proposing to construct the 500 KV Great Northern Transmission Line through Lake of the Woods County by June 1, 2020;

WHEREAS; Minnesota Power has been working with Lake of the Woods County Board of Commissioners, residents, and landowners in Lake of the Woods County, for over three years to develop and refine a route for this project that provides the least impact to residents and landowners;

WHEREAS; Lake of the Woods County does not support Great Northern Transmission Line alternate routes indicated in Red;

NOW THEREFORE BE IT RESOLVED THAT; Lake of the Woods County prefers Minnesota Power's "Orange Route" as reviewed with Jim Atkinson from Minnesota Power on May 26, 2015.

0077-1

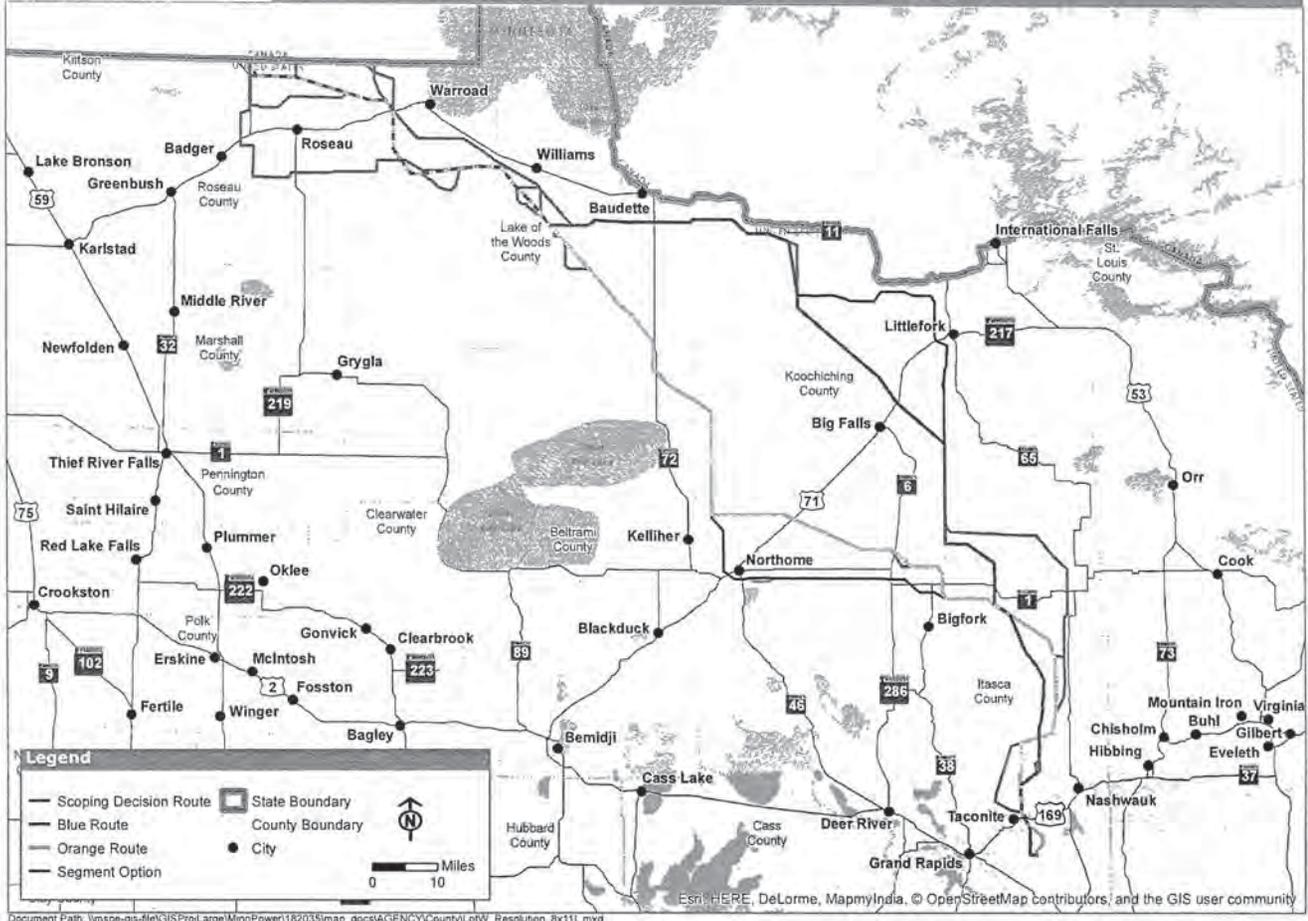
I certify that this is a true and complete copy of the original thereof, which is on file and of record the Office of the County Auditor/Treasurer, Lake of the Woods County, Minnesota.

DATED at Baudette, Minnesota this 23rd day of June, 2015.


Lorene Hanson, County Auditor/Treasurer

(SEAL)

- EQUAL OPPORTUNITY EMPLOYER -



Document Path: V:\mspe-gis-file\GIS\Proj\Large\MinPower\182035\map_docs\AGENCY\County\LotW_Resolution_8x11L.mxd

REGULAR MEETING OF THE KOOCHICHING COUNTY BOARD OF COMMISSIONERS
Held on Tuesday, June 16 2015; 11:00 a.m.

MEMBERS PRESENT: Commissioners Pavleck, McBride, Skoe, Ecklund, Adee
MEMBERS ABSENT: None

2015/06-28 Motion by McBride, seconded by Skoe adopting the following resolution stating Koochiching County's support of the construction by Minnesota Power for the Proposed Great Northern Transmission Line:

WHEREAS Minnesota Power has proposed the construction of the Great Northern Transmission Line to carry electricity from Manitoba Canada to the Blackberry Substation 10 miles east of Grand Rapids, Minnesota; and

WHEREAS this proposed line would provide access to clean, reliable and affordable energy to many Koochiching County residents who rely upon Minnesota Power to meet their energy needs; and

WHEREAS the proposed routes would necessitate the construction of a 500kv transmission line in Koochiching County; and

WHEREAS Minnesota Power has collaborated with Koochiching County officials and residents to create routes for said transmission line with minimal adverse impact to county residents, landowners and business; and

WHEREAS this collaborative effort included multiple rounds of open houses and public comment meetings in the communities of Littlefork, International Falls and Northome as well as several updates at regular meetings of the Koochiching County Board of Commissioners; and

WHEREAS this collaborative process has resulted in the creation of two proposed routes referred to as the "Blue Route" and the "Orange Route" across Koochiching County; and

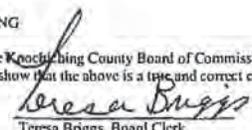
WHEREAS the segment option to the Blue Route passes through the Lindford area, the segment option to the Orange Route passes near the Northome School and the red "EIS Alternate Alignment" options were proposed without any input from County Stakeholders.

NOW THEREFORE BE IT RESOLVED, Koochiching County supports the approval of either the Blue Route or the Orange Route of the Great Northern Transmission Line with strong preference being given to the Blue Route; and

BE IT FURTHER RESOLVED Koochiching County opposes all segment options and "EIS Alternate Alignment" options to both the Blue and Orange Route. Voting yes: Pavleck, McBride, Skoe, Ecklund, Adee

CERTIFICATION
STATE OF MINNESOTA
COUNTY OF KOOCHICHING

I, Teresa Briggs, Clerk to the Koochiching County Board of Commissioners, in and for the County of Koochiching, State of Minnesota, do hereby certify that the records of my office show that the above is a true and correct copy of a resolution adopted by the County Board at their meeting on June 16, 2015.

Date: 6-17-15 
Teresa Briggs, Board Clerk
Koochiching County Board

0078-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

0078-1



Comment on the
Great Northern Transmission Line
Docket Number TL-14-21

Connecting Manitoba and Minnesota

Name: Jerry Adam

Organization (if any): _____

Mailing Address: 40180 Bray Lake Rd
Nashwauk, MN

City: _____

State: _____

Zip: _____

Email: _____

Comment: We prefer the Balsam Variation Route-
STAY AWAY FROM "BRAY LAKE"

| 0079-1



Comment on the
Great Northern Transmission Line
Docket Number TL-14-21

Connecting Manitoba and Minnesota

Name: Karen Adam

Organization (if any): _____

Mailing Address: 401 80 Bray Lake Rd

City: Nashwauk

State: MN

Zip: _____

Email: _____

Comment: We prefer the Balsam
Variation Route - please stay
away from Bray Lake.

0080-1

Comment on the
Great Northern Transmission Line
Docket Number TL-14-21 RECEIVED

MAY 14 2015

MAILROOM

Name: Curtis + Carol Amundson
Organization (if any): 21906 370th Ave
Mailing Address: _____
City: Roseau
State: MT
Zip: 56751
Email: _____

Comment:

Since this power line is for public use we think it should go on public land as much as possible.

Therefore we are opposed to the route pictured on the back of this page.

We think there are just too many people living on this route.

No one knows the effect big power lines will have on humans. The effect (whatever that may be) would be unrelenting.

Carol + Curtis Amundson

0081-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

0081-2

The impacts on human health from the proposed Project are evaluated in the EIS, specifically noise in Section 5.2.1.2 and public health and safety in Section 5.2.2 of the EIS.

No changes are made to the EIS in response to this comment.

0081-1

0081-2



Great Northern Transmission Line <greatnortherntransmissionline@gmail.com>

Contact Us Form Submission

greatno9@box355.bluehost.com <greatno9@box355.bluehost.com> Wed, Jun 3, 2015 at 10:53 PM
Reply-To: kelly.spitzley@hdrinc.com
To: greatnortherntransmissionline@gmail.com

There has been a submission of the form Contact Us through your concrete5 website.

Name:
Ben Bleess

Email
benbleess@gmail.com

Street Address:
29272 650th avenue

City:
Warroad

State:
MN

Zipcode:
56763

Phone:
[2182424633](tel:2182424633)

Preferred method of contact:
Email

Inquiry:
I am concerned that the transmission lines will go over my future home building site 2 miles south of Swift MN.
Please do not use this alternate route.

| 0082-1

To view all of this form's submissions, visit <http://www.greatnortherntransmissionline.com/index.php/dashboard/reports/forms/?qsid=1347460636>

0082-1

Thank you for your comment. The EIS only analyzes existing residences.

No changes are made to the EIS in response to this comment.

From: [Benjamin Bless](#)
To: [Storm, Bill \(COMM\)](#)
Subject: TL-14-21
Date: Tuesday, May 05, 2015 4:44:24 PM

0083-1

As discussed in Section 1.3.1.4 of the EIS, once a route is selected and a permit is issued, the Applicant would contact landowners to gather information about their property and their concerns and discuss how the ROW would best proceed across the property.

No changes are made to the EIS in response to this comment.

Hello Bill,

I just attended the Warroad meeting for the above issue.

I oppose the Cedar Bend WMA. This will go directly over my pasture and likely future home building sit if it goes on the south side of the current power lines.

If this goes through it will impact many homes and farms/animals. There is ample research that I could provide from government sources on stray voltage harming grazing/drinking of cows.

If this goes through I would like to know if my land could be rented annually (12 acres) instead of "purchasing" easement.

Thank you!

Ben Bless

0083-1

Great Northern Transmission Line GIS Map Comment Form

0085-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Janet Delord

Address: 37845 Co. Rd. 326

City: Princeton

County: Itasca

State: MN

Phone Number: 218-245-1840 Zip: 55709

Email: -

Comment:

I prefer the Red Route Balsam
Variation because its an exciting
paper line area

Thank You

0085-1

RECEIVED

JUN 29 2015

MAILROOM

**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

0086-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Lorella Fulton
Organization (if any): Property owner
Mailing Address: 1210 Main Ave

City: Int'l Falls
State: MN
Zip: 56649
Email: blackriverwoman@gmail.com

Comment:

I wish to continue to be on record as supporting
MN Powers Blue route as proposed

0086-1

As a property owner in Sec 30 Twp 158 Rng 25
I strongly oppose the Black segment out of
Littlefork as circled on back map

Lorella Fulton

RECEIVED

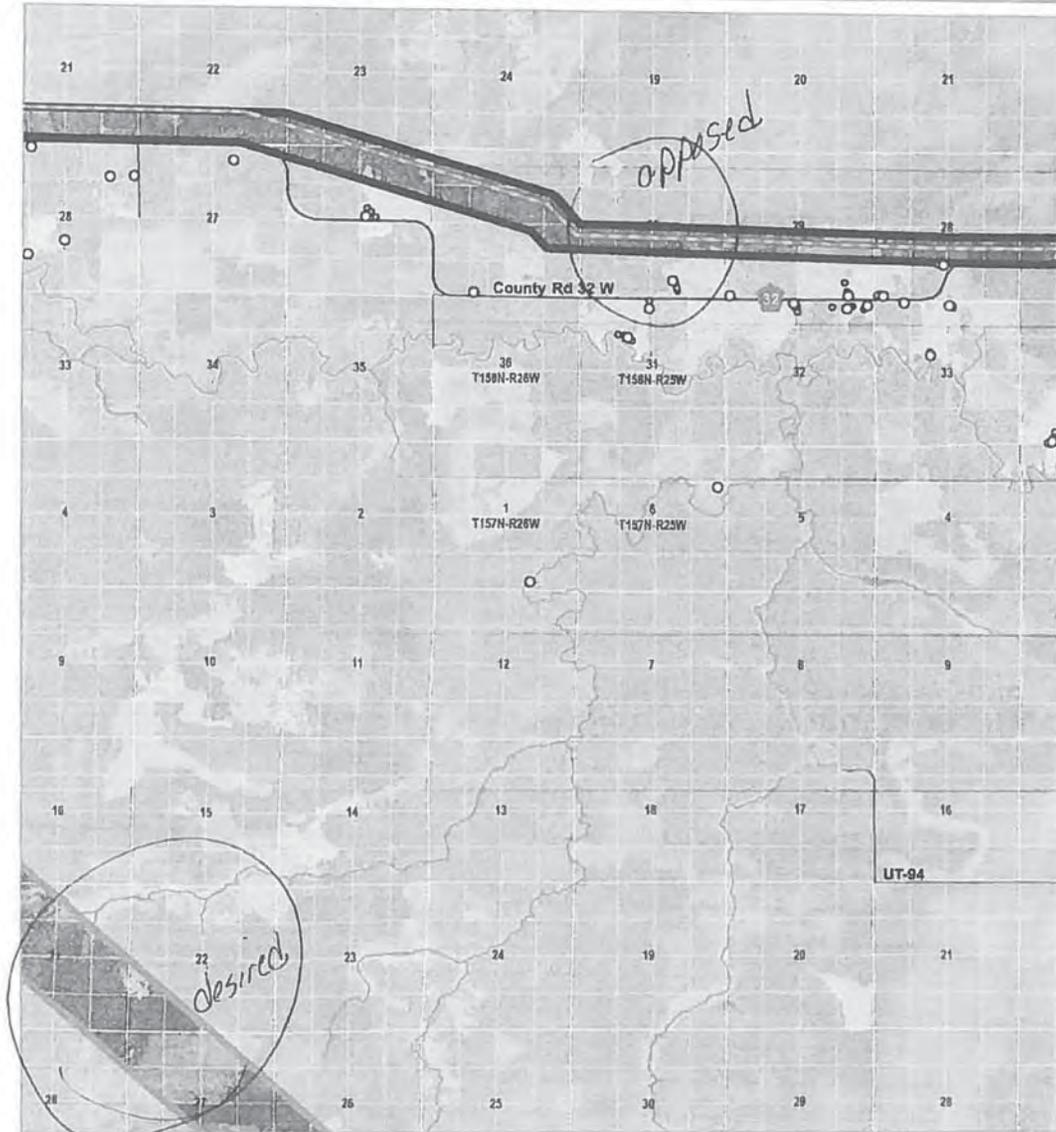
JUN 24 2015

MAILROOM



Fulton

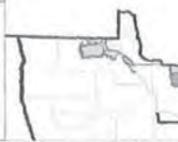
1210 Main av
Intl Falls



Legend

- Commenter's Area of Interest
- Blue Route
- Orange Route
- Route Option
- Scoping Decision Route
- Existing Transmission
- 230kV AC
- 500kV AC
- Residence
- Structure

0 2,000 Feet





Comment on the
Great Northern Transmission Line
Docket Number TL-14-21

Connecting Manitoba and Minnesota

Name: Lindsay Horne

Organization (if any): _____

Mailing Address: 5824 Co. Rd 1

City: Fettleburg

State: Minn

Zip: 56603

Email: _____

Comment: Please put the line through the Minn state power blue line. there are a lot of families living on the Fettleburg line. If you put it through the swamp many of the people will be affected by it. I have a large garden and a lot of fruit trees which many families use the vegetables and fruit.

0087-1

0087-1

Thank you for your comment. No changes are made to the EIS in response to this comment.



Connecting Manitoba and Minnesota

Comment on the
Great Northern Transmission Line
Docket Number TL-14-21

0088-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Boonie Horne

Organization (if any): _____

Mailing Address: 1500 8th Avenue

City: Littlefork

State: MN

Zip: 56653 218-278-6709

Email: _____

Comment:

Please put the line through the Minnesota's Powers Blue Route, that bypasses Littlefork and all the family's that have homes ~~the~~ and children that will be affected by the other route. Please put the line through the Minnesota Powers Blue Route.

0088-1

Why would you want to affect ~~the~~ many residents health of adults and children that can not afford to move to another area to get away from the health hazzards. It affects many peoples lives if you do not go through Minnesota Powers Blue Route.

From: [P & J TURKEYS](#)
To: [Storm, Bill \(COMM\)](#)
Subject: Docket Number TL-14-21
Date: Tuesday, May 05, 2015 9:34:49 PM

0089-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

As a land owner and agricultural producer in Roseau County, Minnesota I am opposed to the Great Northern Transmission Line going through agricultural land of Stokes, Stafford, and Malung townships of our county. The Original northern route through mostly unpopulated, non agricultural land is far more acceptable. The route through ag land imposes limitations on how our land is farmed and impacts values. I am tired of Minnesota wildlife and conservation interests taking precedence over people making a living off the land.

0089-1

Thank you,
Duane Jaenicke
23786 370th Ave
Roseau, MN 56751
218.689.0494

Comment on the
Great Northern Transmission Line
Docket Number TL-14-21

RECEIVED
JUN 29 2015
MAILROOM

0090-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: CAROL JOHNSON
Organization (if any): INDIVIDUAL + MEMBER OF THE HARTLEY LAKE ASSOC.
Mailing Address: 4468 E. Hwy 169
B
City: BOUEY, MN.
State: MN.
Zip: 55709
Email: SNOWTA @ LISLINK.NET

Comment:

IN SEEING THE NEW ADDITION OF THE RED ROUTE IN ITASCA CO. (SEE MAP BACK SIDE) AS A PROPOSAL, I WOULD URGE STRONG CONSIDERATION OF THIS NEW PROPOSAL. THE HARTLEY LAKE ASSOC. ORIGINALLY PROPOSED USING THE CORRIDOR OF THE EXISTING LINE NEXT TO HWY 65, BUT WERE TOLD AT THE TIME THAT RUNNING THE NEW POWER LINE NEXT TO AN EXISTING ONE WAS NOT FEASIBLE BECAUSE OF A DANGER OF MULTIPLE OUTAGES. HOWEVER, IF IT IS FEASIBLE, I, AND I THINK MOST HARTLEY L. ASSOC. MEMBERS, FEEL IT IS A ROUTE THAT NOT ONLY IMPACTS THE FEWEST PEOPLE, BUT IT ALSO IMPACTS THE ENVIRONMENT MUCH LESS THE TOTALLY NEW ROUTE POSSIBILITIES.

ALSO, I SEE GREAT BENEFIT IN USING THE REST OF THE NEW RED (COMBINED WITH ORANGE PARTLY) LINE SOUTH OF THIS AREA AS IT WOULD FOLLOW A PREVIOUS USED LINE THAT WOULD IMPACT FEWER PEOPLE IN ITASCA COUNTY AND, AGAIN, HAVE LESS ENVIRONMENTAL IMPACT THAN A NEW ROUTE BEING CREATED.

I REALIZE THIS WILL ADD COST, BUT THIS LINE COULD BE IN EXISTENCE FOR SUCH A LONG TIME, THAT THE BENEFITS TO THE MAJORITY OF PEOPLE AND THE ENVIRONMENT WOULD VERY WELL BE WORTH IT.

THANK YOU FOR YOUR CONSIDERATION.

Carol Johnson

0090-1



Johnson

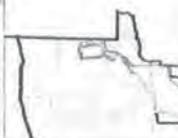
Hartley Lake
Bovey



Legend

- Commenter's Area of Interest
- Existing Transmission
- Blue Route
- Orange Route
- Route Option
- Scoping Decision Route
- 230kV AC
- 500kV AC
- Residence
- Structure

02,000 Feet
1"=1"





Great Northern Transmission Line <greatnortherntransmissionline@gmail.com>

0091-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Leave a comment! Form Submission

greatno9@box355.bluehost.com <greatno9@box355.bluehost.com> Mon, May 4, 2015 at 12:50 PM
Reply-To: kelly.spitzley@hdrinc.com
To: greatnortherntransmissionline@gmail.com

There has been a submission of the form Leave a comment! through your concrete5 website.

Name:
Jon Johnson

Email:
jon.johnson@polaris.com

Comment:
In the scoping area(red) in Falun Township. Not liking what I'm seeing.

| 0091-1

Join our mailing list:
Yes

To view all of this form's submissions, visit http://www.greatnortherntransmissionline.com/index.php/dashboard/reports/forms/?qsid=1347305251

Comment on the
Great Northern Transmission Line
Docket Number TL-14-21

RECEIVED
JUN 29 2015
MAILROOM

Name: John E. Johnson
Organization (if any): _____
Mailing Address: 59255 Tangnes Forest RD
City: Wapopa
State: MN
Zip: 56763
Email: 218-386-3166

Comment:

I am NOT Against this line
But I do have concern as far as if
this add line will bother my Defibrillator
The line south of me now is just far
enough that I'm OK. But I have to
stay away from it. I can't be any closer
or it will cause my Defibrillator to go off.
These are my concerns
I am trying to sell my place at this
time. If I sell, no problem

THANK YOU PLEASE
STAY IN TOUCH

The two power lines are looking at Defibrillator
will bother me.
Would the power co. be interested in
buying my place



0092-1

The impacts from the proposed Project on implantable medical devices are evaluated in Section 5.2.2.2 of the EIS. No changes are made to the EIS in response to this comment.

0092-2

A discussion about the potential effects of transmission lines on property values is included in the EIS in Section 5.2.1.4. This includes a summary of the potential range of property value effects attributed to transmission lines. Further, Appendix J, Property Values Supplement provides a summary of the literature regarding the relationship between transmission lines and property values used to develop the property values analysis in Section 5.2.1.4.

No changes are made to the EIS in response to this comment.

0092-1

0092-3

If the final route crosses your property, you have the right to use the "Buy the Farm" option as cited in Minnesota Statute 216E,12 subdivision 4.

No changes are made to the EIS in response to this comment.

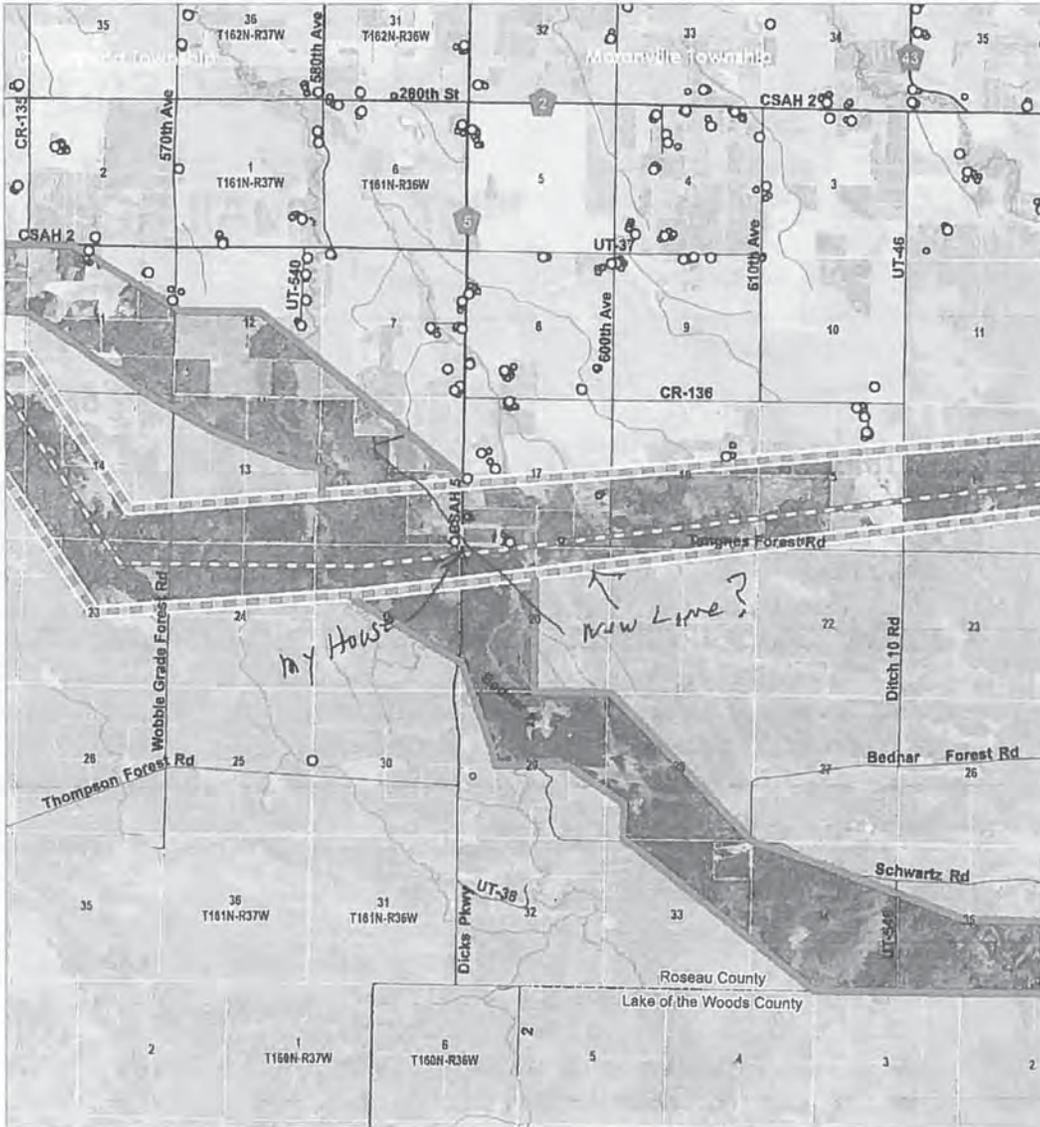
0092-2

0092-3



John Johnson

59255 TANGNES FOREST RD
Warroad



Legend

	Commenter's Area of Interest		Existing Transmission
	Blue Route		230kV AC
	Orange Route		500kV AC
	Route Option		Residence
	Scoping Decision Route		Structure

0 2,000 Feet



Connecting Manitoba and Minnesota

**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

0093-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Raymond H. Johnson

Organization (if any): _____

Mailing Address: P.O. Box 306

City: Little York

State: MIN

Zip: 56653

Email: rjh@frontier.net.net

Comment: My preference for the transmission line location/route is the Orange One.

| 0093-1



Connecting Manitoba and Minnesota

**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

0094-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: John Kannas
Organization (if any): BALSAM Twp Supervisor
Mailing Address: 40874 Co Rd. 336

City: Bovey
State: MN
Zip: 55709
Email: JBKannas@northline.com

Comment: Balsam Township recommends

0094-1

The route enter Balsam on the
orange route and then take the
blue route as you leave Balsam
going from North to South.

I, John Kannas, would like to
see the red route along #65 be
utilized to the north.

John Kannas

Great Northern Transmission Line Docket Number TL-14-21

0095-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: John Kannas
 Organization (if any): Balsam Twp. Supervisor
 Mailing Address: 40874 Co. Rd. 336

 City: Bovey
 State: MN
 Zip: 55709
 Email: jbkannas@northla.com

Comment:

Balsam Township recommends
the route enter Balsam, from the
north on the orange route and then
take the blue route as you leave
Balsam. We do not want the
red route or the west orange
route utilized.

John Kannas

0095-1

RECEIVED

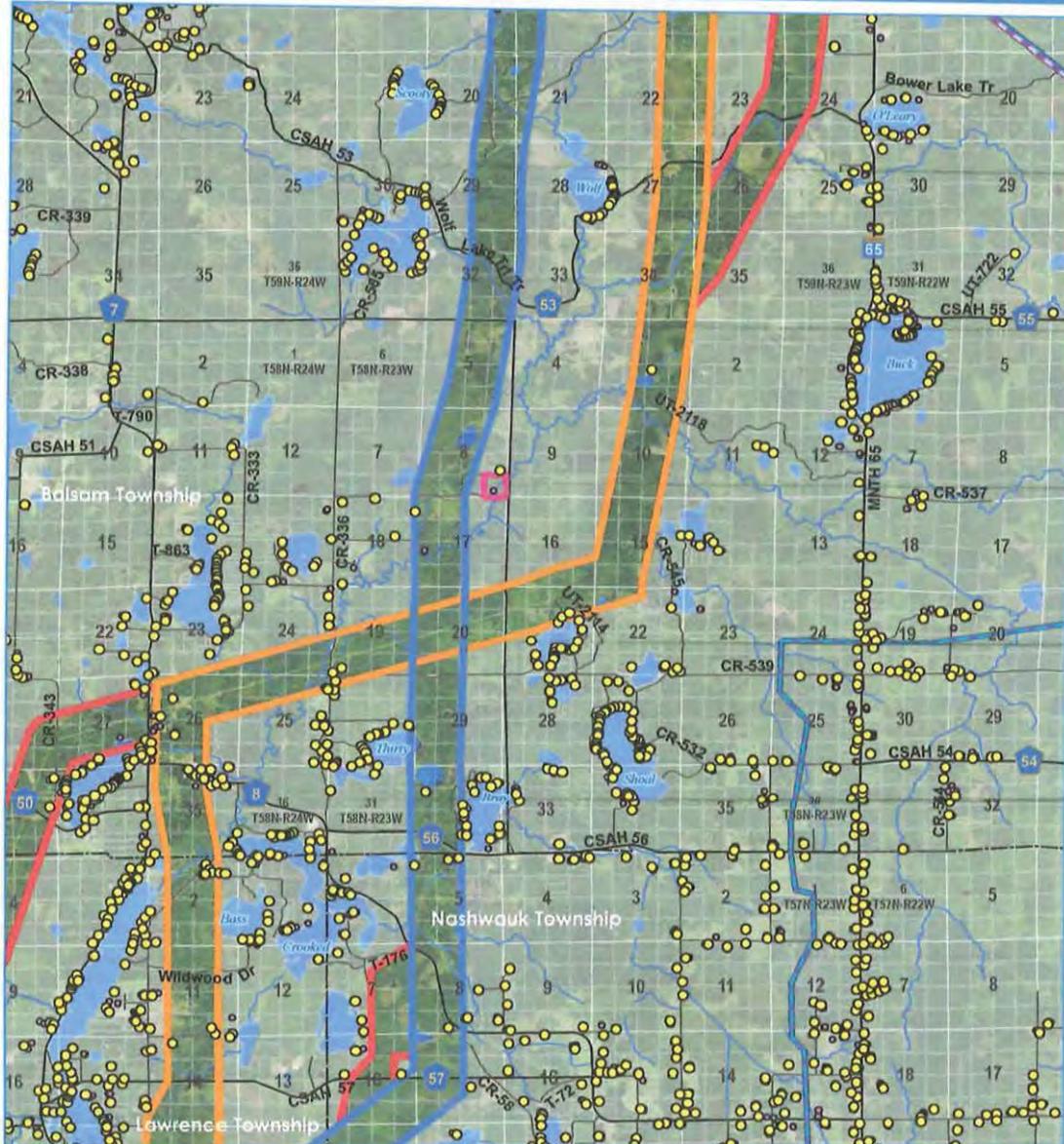
JUN 29 2015

MAILROOM



Kannas

40874 CR 336
Bovey



Legend

	Commenter's Area of Interest		Existing Transmission
	Blue Route		230kV AC
	Orange Route		500kV AC
	Route Option		Residence
	Scoping Decision Route		Structure

0 2,000 Feet



Connecting Manitoba and Minnesota

Comment on the
Great Northern Transmission Line
Docket Number TL-14-21

0096-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Jon Keener

Organization (if any): Sterling Lumber

Mailing Address: 501 151st St

City: Phoenix

State: IL

Zip: 60426

Email: jonk@sterlinglumber.com

Comment: Sterling Lumber supports this project. We understand the need for modern infrastructure development. Our business supports the ecologically sound construction methods that will be needed to complete the project. Many construction / support / materials jobs will be created directly benefiting the region.

0096-1

In terms of the open house - good format I liked having a single-point-of contact person guide me through the proceeding. HDR staff were very accommodating.

Thank You

Jon Keener

Great Northern Transmission Line GIS Map Comment Form

0097-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Tony Kellin
Address: 20634 County Rd 530 - PRC address

City: Bovey

County: Itasca

State: MN

Phone Number: 218 259-2080 Zip: _____

Email: tkellin@prairieoutdoorbrands.com

Comment:

I am part owner of Prairie River Camp and we would prefer you go with the orange route. If you end up going with the blue route, we would like you to stay west of Christmas Lake. Our 80 acres is SE of the lake and we would greatly appreciate it if the line stays west.



0097-1

RECEIVED

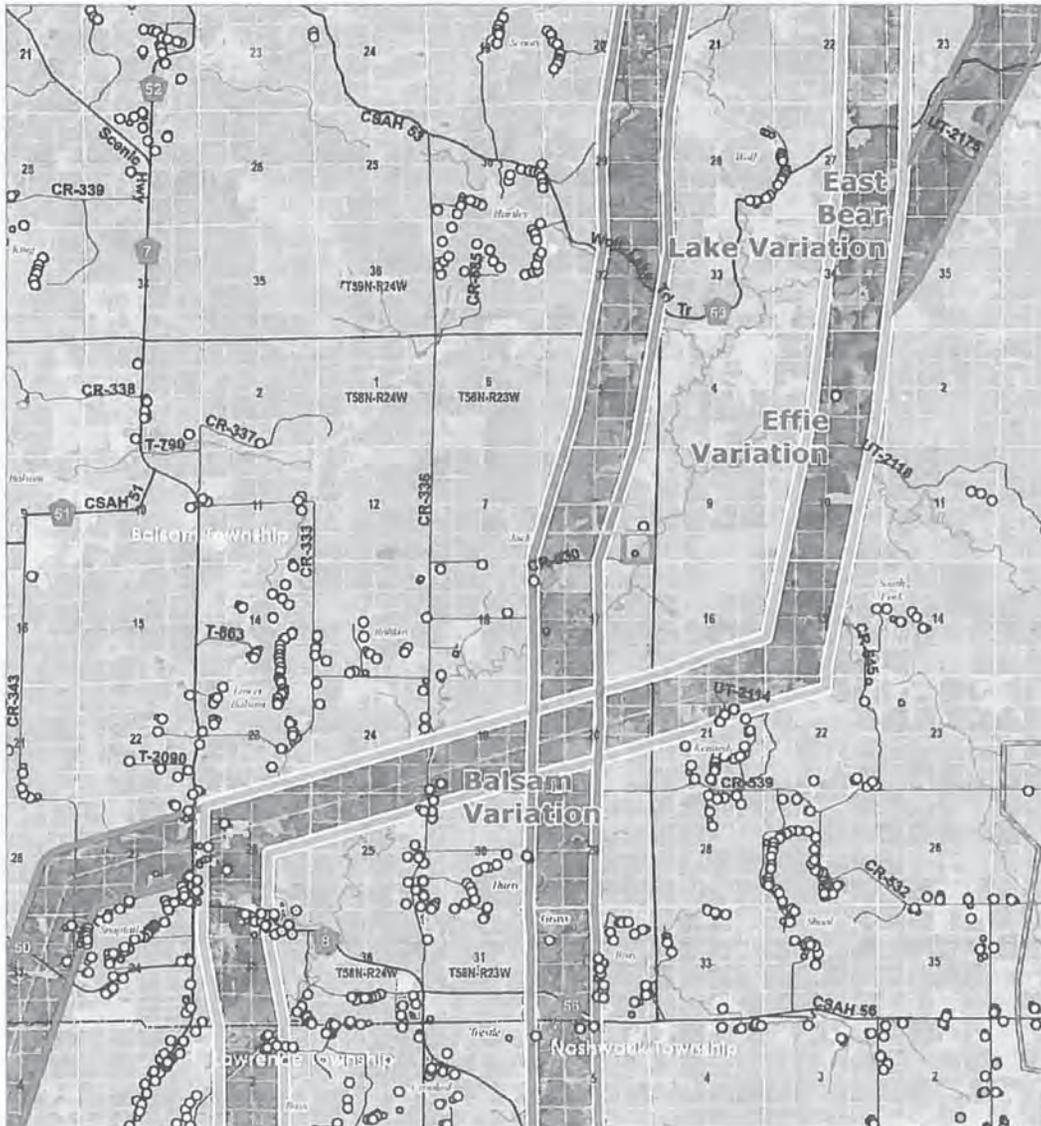
MAY 19 2015

MAILROOM



GREAT NORTHERN
TRANSMISSION LINE
AN ALLETE COMPANY

PRAIRIE RIVER CAMP LLC 19490 RUFF SHORES RD
GRAND RAPIDS MI 49514



Comment on the
Great Northern Transmission Line
Docket Number TL-14-21

RECEIVED
JUN 29 2015
MAILROOM

Name: Thomas M King
Organization (if any): _____
Mailing Address: 304 Dale Ave. SW
WARRDA
City: WARRDA
State: MN
Zip: 56763
Email: tomking@wiktel.com

0098-1
Thank you for your comment. No changes are made to the EIS in response to this comment.

0098-2
Potential impacts to forests are discussed in Chapters 5 and 6 of the EIS.

As discussed in Section 1.3.1.4 of the EIS, once a route is selected and a permit is issued, the Applicant would contact landowners to gather information about their property and their concerns and discuss how the ROW would best proceed across the property.

No changes are made to the EIS in response to this comment.

0098-3
As stated in Section 5.2.1.9, most recreational activities (e.g., hiking, snowmobiling, mountain biking, bird watching, etc.) can be done safely in transmission line ROWs.

Comment:

In reference to my families land on: See line on map
Bultrami North Central Variation 1
My family is completely opposed to the selection of
our property to cross with the power line for the following:
1. Would destroy valuable timber that is used for
recreation & use by my family. Also the timber has
economic value as well.
2. We personally have planted several thousand
trees in this area to preserve the forest resources.
3. It is my hope to be able to leave this
property to all of my Grandkids one day for
their recreational use. We don't want to leave
them a powerline to deal with.
4. Why not use the existing line site which
is only about a mile from our property
5. This makes both economic and conservation
sense.
6. I would hope that my state would do
the best thing to preserve the existing
natural resources of our state AND OF
its citizens property

Tom King

0098-1

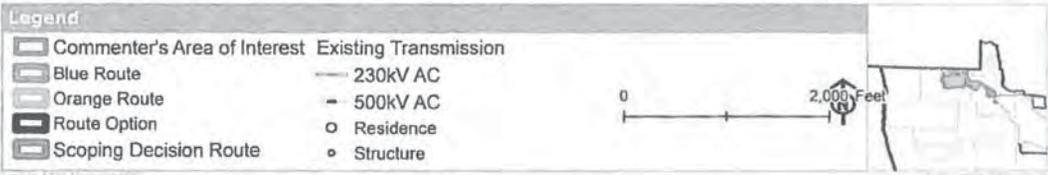
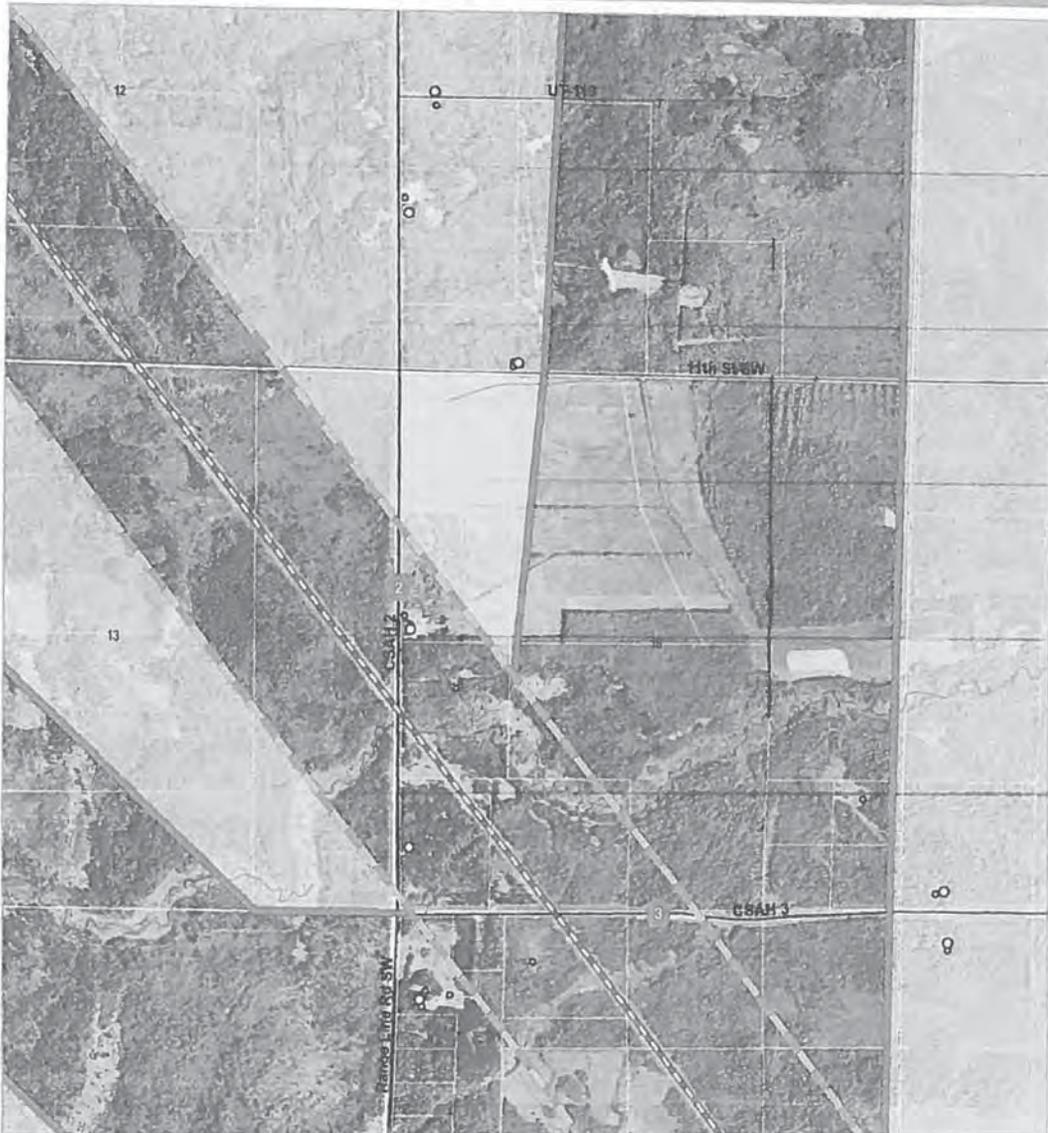
0098-2

0098-3



King

304 Dale Av SW
Warroad





Comment on the
Great Northern Transmission Line
Docket Number TL-14-21

Connecting Manitoba and Minnesota

Name: Barb Kirk

Organization (if any): _____

Mailing Address: 715 5th St

City: Int'l Falls

State: MN

Zip: 56649

Email: _____

Comment: I prefer MN Power Blue Route that avoids
Little fork. A powerline exists on my land already.
It is adding insult to injury.

0099-1



Connecting Manitoba and Minnesota

Comment on the
Great Northern Transmission Line
Docket Number TL-14-21

0100-1

Maps are updated in the Final EIS to identify the location of your residence.

Name: Scott Kufsted
Organization (if any): _____
Mailing Address: 26998 St. Hwy 11

City: Roseau
State: Mn
Zip: 56751
Email: Scott.Kufsted@lynch.com

Comment: We would prefer to not have the line cross our private property north of Roseau when there is a lack of state land to route the line north of our property. Our property is 80 acres northeast of Roseau along Sprague Creek. It is also developed land with a cabin but like apartment home. Route it Elsewhere! OR More slightly north of our property.
Scott Kufsted

0100-1

RECEIVED
JUN 29 2015
MAILROOM

Please fold, fasten, and mail. No envelope necessary.

Place
Stamp
Here

Bill Storm
Environmental Review Manager
MN Department of Commerce
85 7th Place East, Suite 500
St. Paul, MN 55101



Kofstad

36998 State hwy 11
Roseau

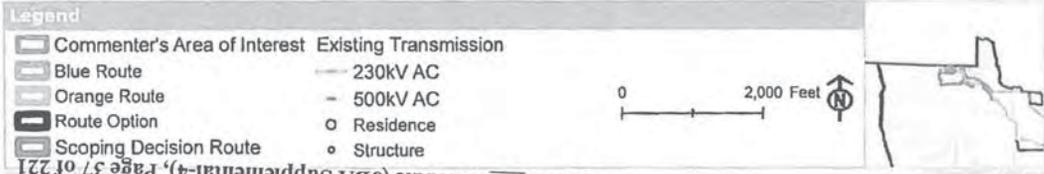
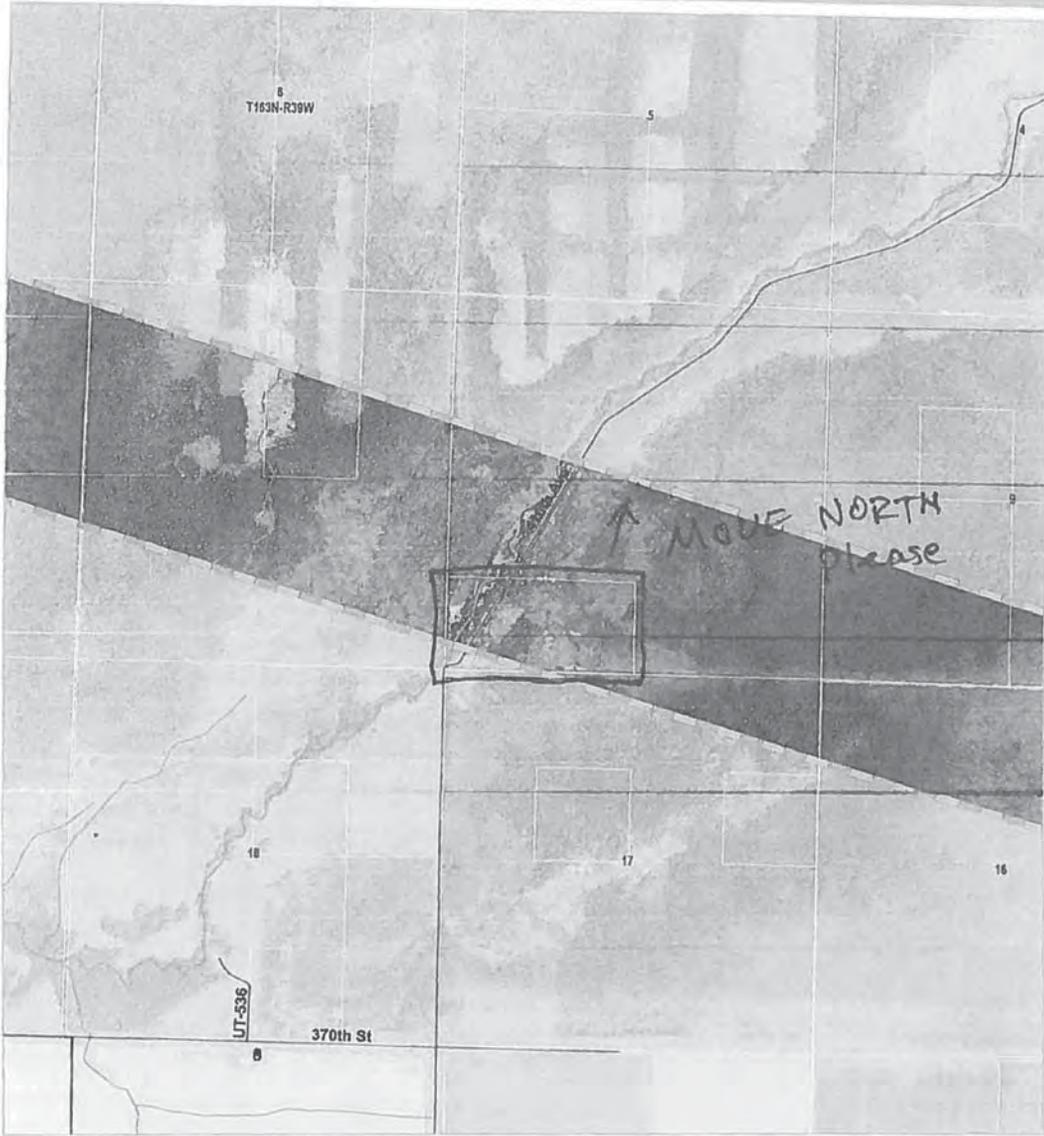


Exhibit Schedule (JBA Supplemental-4), Page 37 of 221



Great Northern Transmission Line <greatnortherntransmissionline@gmail.com>

0101-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Contact Us Form Submission

greatno9@box355.bluehost.com <greatno9@box355.bluehost.com> Sat, Jul 18, 2015 at 7:10 PM
Reply-To: kelly.spitzley@hdrinc.com
To: greatnortherntransmissionline@gmail.com

There has been a submission of the form Contact Us through your concrete5 website.

Name:
Arthur Krahn

Email
artkrahn@wktel.com

Street Address:
59404 County Road 12

City:
Warroad

State:
MN Minnesota

Zipcode:
56763

Phone:
[2183861933](tel:2183861933)

Preferred method of contact:
Email

Inquiry:
I took time off work to go testify at the Roseau meeting, that said it ran from 11-3 but when I got there at 2 everyone was gone. Powerlines going through the forest are a great thing. Hikers, birdwatchers, hunters, forestry workers, game wardens, loggers, search teams firefighters, anyone I know uses and appreciates power lines in the forest. Deer, birds, and all kinds of small game use the clearing and fresh growth the comes from the power lines. Going through private areas and peoples back yards, small woods and food plots is not environmentally beneficial.

0101-1

To view all of this form's submissions, visit <http://greatnortherntransmissionline.com/index.php/dashboard/reports/forms/?qsid=1347460636>



Connecting Manitoba and Minnesota

**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

Name: Arthur Krachin

Organization (if any): _____

Mailing Address: 59404 CR 12

City: Warroad, MN

State: MN

Zip: 56763

Email: _____

Comment: The proposed MN power line is the best route.

0102-1

There are some very serious benefits to running the power line through the forest. Power lines in the forest are loved by wildlife of many kinds including bird, large game, and small game. Wildlife watchers and hunters also love power lines ~~in~~ in the forest. Anyone who works in the forest including loggers + DNR workers benefit from and use the clearings of the power lines. They also help many hikers + hunter keep from being lost. Power lines also provide a great help to fire fighters and can potentially save huge amounts of forest from burning.

0102-2

When in the forest people love to find and use the power line clearing. When in fields and small private properties people avoid and are hindered by them.

The proposed center bend line may even put the country corn maze out of business.

0102-3

0102-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

0102-2

Impacts to forests and private property are discussed in Chapters 5 and 6 of the EIS.

0102-3

Potential impacts to wildlife and forests are discussed in Chapters 5 and 6 of the EIS.

No changes are made to the EIS in response to this comment.



Comment on the
Great Northern Transmission Line
Docket Number TL-14-21

Connecting Manitoba and Minnesota

Name: Mark Lofgren

Organization (if any): _____

Mailing Address: 41366 Scenic Hwy

City: Bovey

State: MN

Zip: 55709

Email: caliemark@gmail.com

Comment: Bill - I recommend the Blue route
thru Balsam Township! The township park is
in the orange route as well as local business like
store etc. The Balsam Bible Chapel Church is
in the new Red route as well as close to
the orange route parsonage is in both red + orange
routes.

Go Blue route thru Balsam Township

Mark

0103-1

RECEIVED

JUN 29 2015

MAILROOM

0103-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

0104-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Mark Lofgren
Organization (if any): _____
Mailing Address: 41366 Scenic Hwy
City: Bovey
State: MN
Zip: 55709
Email: colicmark@gmail.com

Comment:

Go Blue route thru Balsam Township —
It has the least impact on property owners
Stay away From the Church, Park + local
business !!

0104-1



Lofgren for Balsam Twnshp

Balsam township park
Bovey



Legend

Commenter's Area of Interest	Existing Transmission
Blue Route	230kV AC
Orange Route	500kV AC
Route Option	Residence
Scoping Decision Route	Structure

**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

0105-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Mark Lofgren
Organization (if any): _____
Mailing Address: 41366 Scenic Hwy
City: Bovey
State: MN
Zip: 55709
Email: colicmark@gmail.com

Comment:

This area is a township park
stay away from this area!
use Blue route

0105-1

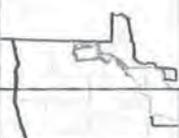


Lofgren / Balsam Township 41366 Scenic Hwy Bovey



Legend

	Commenter's Area of Interest		Existing Transmission
	Blue Route		230kV AC
	Orange Route		500kV AC
	Route Option		Residence
	Scoping Decision Route		Structure

**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

0106-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Mark Lofgren
Organization (if any): _____
Mailing Address: 41366 Scenic Hwy
City: Bovey
State: MN
Zip: 55709
Email: colicmark@gmail.com

Comment:

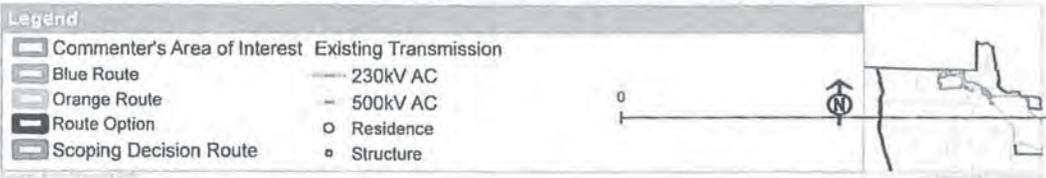
Active Balsam Bible Chapel - church -
Avoid this church & use the BLUE route

| 0106-1



Lofgren

41366 Scenic Hwy
Bovey





Great Northern Transmission Line <greatnortherntransmissionline@gmail.com>

Leave a comment! Form Submission

greatno9@box355.bluehost.com <greatno9@box355.bluehost.com> Fri, May 15, 2015 at 9:29 AM
Reply-To: kelly.spitzley@hdrinc.com
To: greatnortherntransmissionline@gmail.com

There has been a submission of the form Leave a comment! through your concrete5 website.

Name:
Karen Lucachick

Email:
kato5761@msn.com

Comment:
I am opposed to the Balsam Variation and will provide comments soon!

| 0107-1

Join our mailing list:
Yes

To view all of this form's submissions, visit http://www.greatnortherntransmissionline.com/index.php/dashboard/reports/forms/?qsid=1347305251

0107-1
Thank you for your comment. No changes are made to the EIS in response to this comment.

From: [Tom Lund](#)
To: [Storm, Bill \(COMM\)](#)
Subject: Great Northern Transmission Line TL-14-21
Date: Friday, May 15, 2015 2:33:23 PM

Dear Bill Storm,

Our names are Annie and Tom Lund we are land owner in the Cedar Bend WMA Alternative Scoping Decision Route proposed for the Great Northern Transmission Line. We have been following the project and have not had issues with the proposed Blue/Orange route which minimizes issues with private landowners. The Cedar Bend Alternative route could go though our yard. We have three children and we feel these are not safe to have in our yard. Our address is 29856 660 ave. Warroad, MN 56763. Also the Cedar Bend alternative route will go through many acres of private forest and wetlands, state forest and wetlands plus many yards including ours. If you have any questions please contact us (218)386-1193. Please remove the Cedar Bend WMA Alternative route from consideration.

Thank you,

Annie and Tom Lund
29856 660 ave
Warroad, MN 56763

0108-1

The EIS provides an analysis of residences within the ROW as well as within the route for all alternatives. Also, as discussed in Section 1.3.1.4 of the EIS, once a route is selected and a permit is issued, the Applicant would contact landowners to gather information about their property and their concerns and discuss how the ROW would best proceed across the property.

0108-1

From: [Tom](#)
To: [Storm, Bill \(COMM\)](#)
Cc: [Bob Evans](#); [Julie Jorgensen](#); [Dick Stone](#)
Subject: Great Northern Transmission Project
Date: Saturday, May 16, 2015 11:44:25 AM

0109-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Dear Bill:

Please add Bob Evans and me to your contact/information list. My address is: 708 1st Street N, Suite 421, Minneapolis, MN. 55401.

I have recently advised Minnesota Power that while we have no current objections to the 500kV transmission facilities, we want to be assured that the project will not adversely impact the Mesaba Energy Project facilities in any way. As you know, one of the proposed routes would take the new transmission line on or very close to our designated site.

Thank you for your attention to this. Hope you are well, and please contact Bob or me if you have any questions.

Tom

0109-1

**Tom Micheletti | Co-President & CEO | Excelsior Energy Inc | Mobile:
952.250.2252 |**

Two Rivers Watershed District

In Roseau, Kittson, & Marshall Counties



Board of Managers: Roger Anderson, Jim Kukowski, Jon Vold, Darrel Johnson, Paul Olsonawski, Allen Brazier, Daryl Klegstad
Staff: Dan Money, District Administrator; Matt Thompson, District Technician
 410 5th Street S., Suite 112, Hallock, MN 56728 - Phone (218) 843-3333 - Email: daniel.money@mn.nacdnet.net

April 29, 2015

Jim Atkinson
 Minnesota Power
 30 West Superior Street
 Duluth, MN 55802-2093

Dear Mr. Atkinson-

Thank you for your recent letter to the Two Rivers Watershed District regarding the Great Northern Transmission Line Update and the invitation to upcoming open houses. We appreciate the opportunity to review the project and provide comments. Unfortunately we will not be able to attend the open house in Roseau and the others are not in close proximity. Therefore we would like to provide the following comments.

The Two Rivers Watershed District is a local unit of government organized under Minnesota Statute 103D. The District is focused on water management in the areas of drainage, flood control, water quality and water quantity. The District performs water quality and quantity studies, performs drainage ditch construction, operation, and maintenance, constructs flood control impoundments, permits for water related activities, and works with local, state, and federal governments and private individuals and entities.

The District operates three flood control impoundments. One of these is located in sections 26, 27, 28, 32, 33, and 34 of Ross Township, Roseau County, Minnesota. The District either owns the land within the impoundment or holds an easement, totaling approximately 2,200 acres. In 2005 a dike was constructed around the perimeter and an outlet structure consisting of a culvert with an operable gate was installed. The District closes the gate when flooding is occurring and up to 3,600 acre feet of water can be stored on the site. The water is stored typically for 4 to 6 weeks and then slowly released to downstream receiving watercourses. This alleviates flooding of public infrastructure, cropland, farmsteads and other property.

It has come to our attention that one of your scoping decision routes intends to traverse this project. We would caution that if this is chosen as the preferred route that you coordinate with us very early in the process. Because of the nature of the impoundment project, when it is impounding water soils will become saturated for extended periods of time and will become soft. This may or may not have an affect on your proposed project. In addition, there is a wetland easement on a portion of the land that is a requirement of a permit that we received from the US Army Corps of Engineers. As such no structures can be erected in it, this wetland cannot be drained or filled and must remain in its natural state. Also, the integrity of the dikes on our project needs to be protected, so we would not want any construction activity on or near these structures.

0110-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

0110-1

One other item to note is that the District established the *Rules of the Two Rivers Watershed District* in 1981. These Rules require permits for certain activities that alter or affect the water resources within the District. I have included a fact sheet regarding these Rules which explains what types of projects require a permit. Your project may be subject to the Rules, depending on the nature of the work.

Once again, thank you for the opportunity to provide comments to you regarding your project. I would appreciate receiving any future updates. If you have any questions or comments please give me a call at 218-843-3333 or by email at Daniel.money@mn.nacdnet.net. Have a good day.

Sincerely,

Dan Money
District Administrator

Two Rivers Watershed District

In Roseau, Kittson, & Marshall Counties

Board of Managers:

Roger Anderson, O'Neil Larson, Richard Novacek, Jim Kukowski, Jon Vold, Darrel Johnson, Paul Olsonawski

Staff: Dan Money, District Administrator; Matt Thompson, District Technician



410 5th Street S., Suite 112, Hallock, MN 56728 - Phone (218) 843-3333 - Fax (218) 843-2020 - Email: daniel.money@mn.nacdn.net

PROJECTS WHICH REQUIRE A PERMIT FROM THE TWO RIVERS WATERSHED DISTRICT

The Two Rivers Watershed District amended its rules on June 5, 1997. These rules govern projects which have a potential effect on the water resources of the District and specifically relate to drainage, flood control, water use, and water quality. Projects of this type require a permit from the Two Rivers Watershed District before any work is done. There is no charge for the permit, however projects which are commenced or completed without a permit will require a \$100 fee. **Some of the specific works which require a permit are listed below.** A complete set of Rules and a permit application form can be obtained at the District office located in the Kittson County Courthouse in Hallock, Minnesota or by calling the office at (218) 843-3333.

Drainage: Any construction or alteration of any drain tile or drainage ditch that drains an area in excess of 20 acres. Also, any artificial drainageway which delivers water from one sub-watershed to another sub-watershed, and any drainage of water by any means into any legal drainage system from any land not assessed to that drainage system.

Construction: Any construction or alteration of any bridge, dike, culvert, or drain across any drainageway, lake, wetland, or other water body.

Dikes: Any construction, alteration, or removal of any dike or reservoir.

Utilities: Any sanitary sewer system which discharges to surface water, storm sewer, or other major utility project which affects surface water within the District.

Roads: Any street, road, or highway construction project which by means of its construction has any effect on the quality or quantity of water runoff.

Water Appropriation: Any artificial or mechanical transfer of water from a water source including but not limited to gravel pits, ponds, rivers, wetlands, and other reservoirs consistent with the general purposes of the District.

Wetlands: Any works which include draining, filling, excavating, or dredging of any type 3, 4, 5, or 8 wetland as defined by the U.S. Fish & Wildlife Service's *Circular # 39*.



**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

Connecting Manitoba and Minnesota

Name: Brian Moody

Organization (if any): Bear Lake Cabin Owners Assoc.

Mailing Address: 7634 Pine Tree Rd

City: Side Lake

State: MN

Zip: 55781

Email: moody7634@msn.com

Comment: Our Association would prefer the routes
in this order.

- #1 Red Scoping Effie variation
- #2 Blue Route
- #3 Red Scoping East Bear Lake variation
- #4 Orange Route

The Association would prefer the routes that
would less visible from our cabins and the
State campground.

Brian Moody

0111-1

0111-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

0112-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Donna Muirhead

Organization (if any): _____

Mailing Address: 63834 city Rd #2

City: Roosevelt, Minn.

State: MN

Zip: 56673

Email: _____

Comment:

I prefer the main power proposed Route
because alternatives impact more homes
& people.

0112-1

RECEIVED

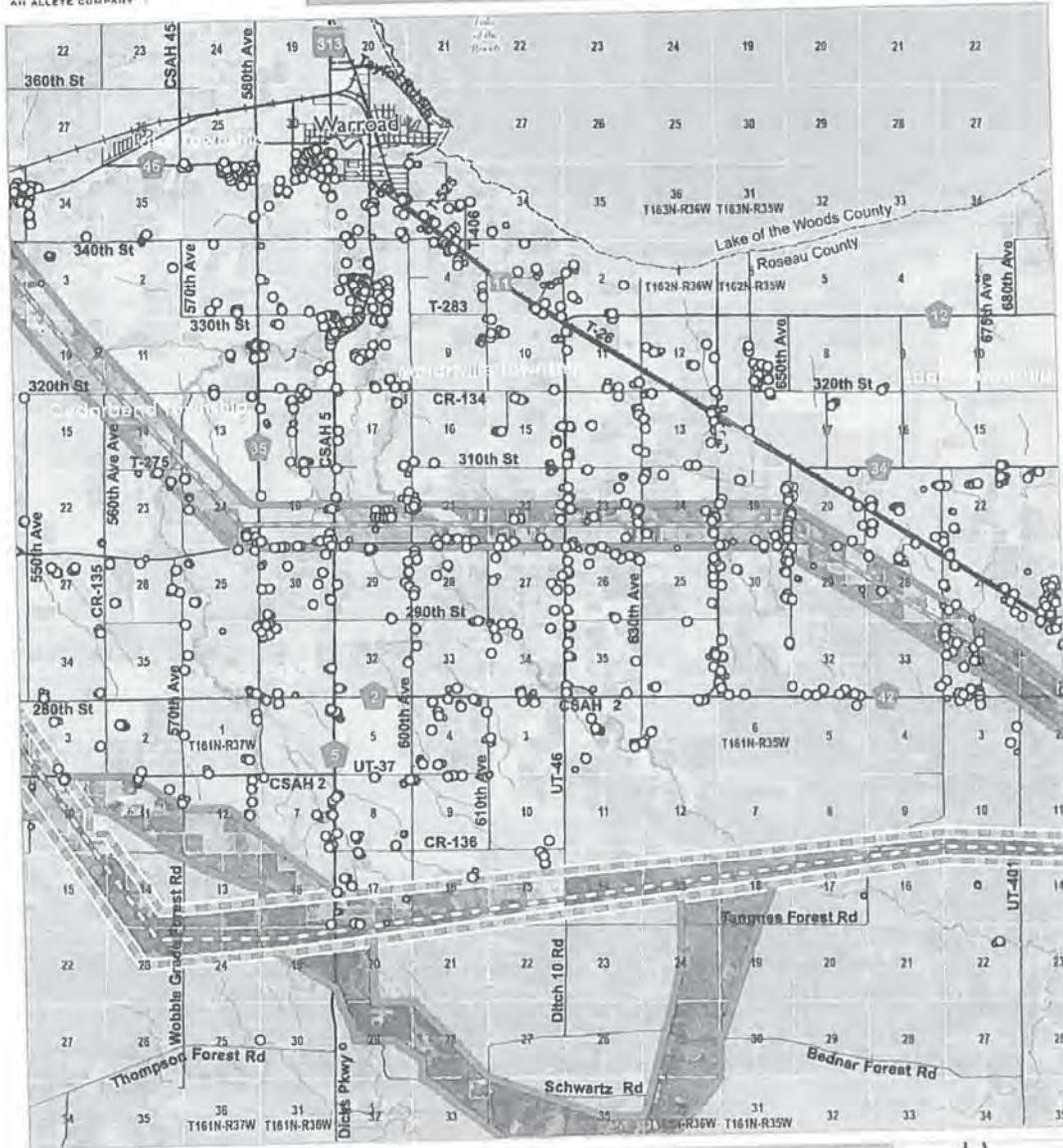
JUN 29 2015

MAILROOM



Kim O'Donnell

C/O DONNA E MUIRHEAD 63834 CO RD 2
Roosevelt



- Legend**
- Commenter's Area of Interest
 - Blue Route
 - Orange Route
 - Route Option
 - Scoping Decision Route
 - Existing Transmission
 - 230kV AC
 - 500kV AC
 - Residence
 - Structure

0 2,000 Feet



Comment on the Great Northern Transmission Line Docket Number TL-14-21

0113-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Kari Olson

Organization (if any): _____

Mailing Address: 1000 6th St SW

City: Chisholm

State: MN

Zip: 55719

Email: KariOlsonW@gmail.com

Comment:

I would prefer you use the blue route. Orange route
is second place. If you use the red route, please
go as close to the existing line as you can on the
Effie variation. ~~or~~ Prefer it goes south on the East
Bear Lake variation.

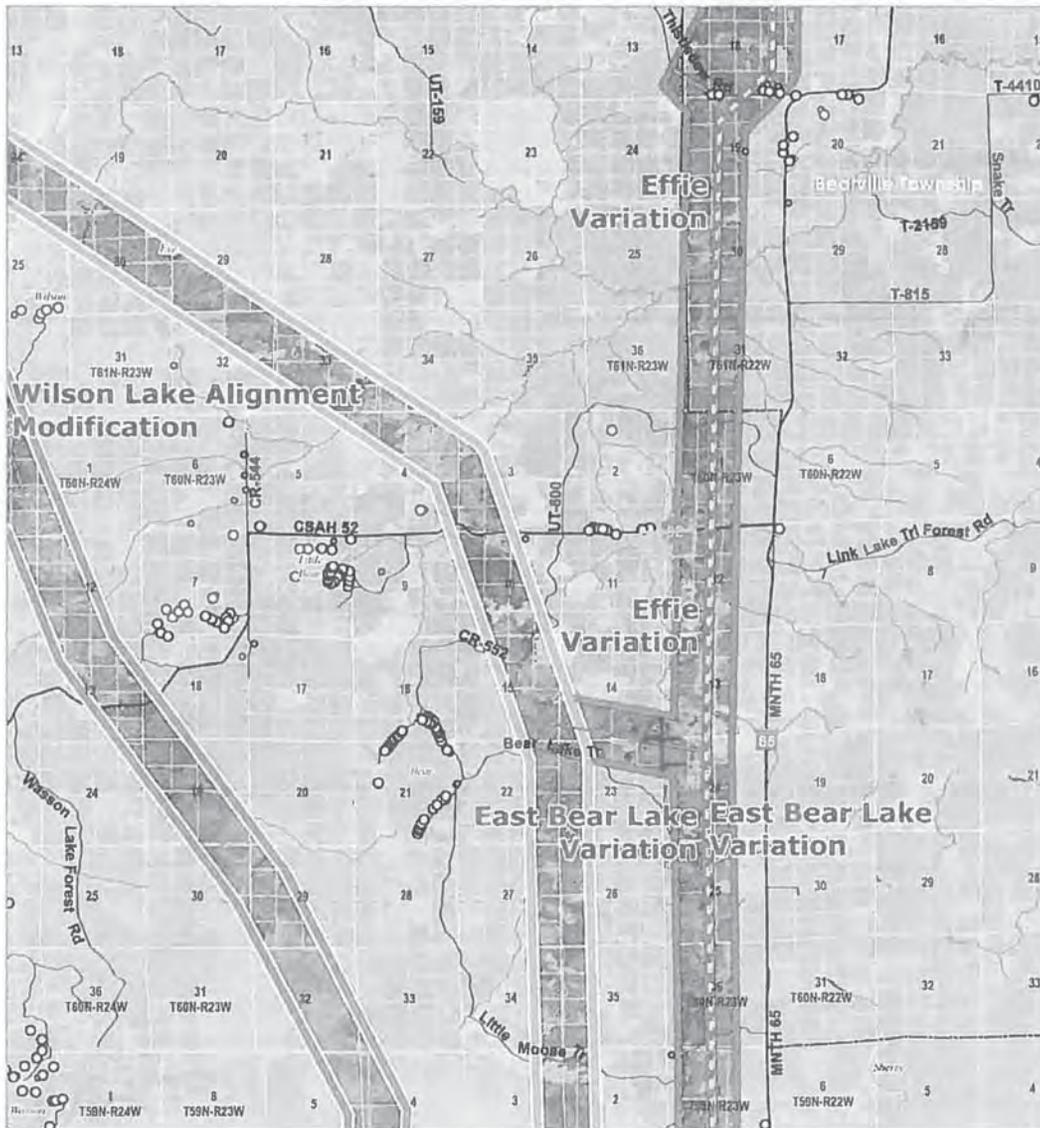
0113-1

RECEIVED
JUN 29 2015
MAILROOM



OLSON, KARI

1000 SIXTH STREET SW
CHISHOLM MN 55719



Legend

Commenter's Area of Interest	Existing Transmission
Blue Route	230kV AC
Orange Route	500kV AC
Route Option	Residence
Scoping Decision Route	Structure

0 2,000 Feet



Connecting Manitoba and Minnesota

Comment on the Great Northern Transmission Line Docket Number TL-14-21

0114-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Colin Pearson

Organization (if any):

Mailing Address: 107 2nd Av NW Ste # 1

City: Roseau

State: MN

Zip: 56751

Email:

Comment: Totally opposed to Beltrami N Variation ONE! Reason why follows.

My Son and I purchased 120 acres of farmland/recreational property south of Warroad, MN last fall. (Roseau County - Township 161 N - Range 36W - Section 16.) The existing powerline is approx. 1/4 mi. S. of us, which leaves a wooded buffer between our property and the existing line.

Please adhere to Great Northern's proposed route of the new line being installed south of existing line. IF not, we will have 4 wheelers, snowmobiles - hunters right in our backyard totally destroying the sanctity and value of the property.

0114-1

Thank you

Colin Pearson



Board of Commissioners
606 5th Ave. SW, Room #131
Roseau, MN 56751
Phone: 218-463-4248
Fax: 218-463-3252

0115-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

A motion was made by Commissioner Miller, seconded by Commissioner Falk and carried unanimously to adopt the following resolution:

2015-02-01

SUPPORTING MINNESOTA POWER'S GREAT NORTHERN TRANSMISSION LINE PROPOSED ROUTE ALTERNATIVES

MPUC DOCKET NO. E015/TL-14-21

OAH CASE NO. 65-2500-31637

DOE OE DOCKET NO. PP-398

WHEREAS, Minnesota Power is proposing to construct the 500 kV Great Northern Transmission Line from the Manitoba/Minnesota international border in Roseau County to the Blackberry Substation in Itasca County by June 1, 2020; and

WHEREAS, Minnesota Power is partnering with Manitoba Hydro to build this line that will deliver, clean renewable hydropower from northern Manitoba to Minnesota and the upper Midwest; and

WHEREAS, Minnesota Power has been working with Roseau County, and residents and landowners in Roseau County, for over three years to develop and refine a route for this project that provides the least impact to residents and landowners; and

WHEREAS, this voluntary outreach has included multiple open houses in Roseau County, and multiple meetings updating Roseau County Commissioners, in addition to the required legal notices to Roseau County and multiple public hearings on the need for the Great Northern Transmission Line, and the scope of the environmental impact statement for the State route permit and Federal Presidential Permit; and

WHEREAS, in September 2014, the Minnesota Public Utilities Commission approved a working group to gather additional public input and two Roseau County Commissioners participated in these working group meetings, and provided input on the proposed routes and border crossing; and

WHEREAS, in October 2014, Minnesota Power submitted to the United States Department of Energy an amendment to its border crossing based on consultation with landowners and stakeholders in Roseau County that the originally proposed border crossing was no longer feasible given constraints from the future expansion of the Piney-Pinecreek Border Airport and the Roseau River Wildlife Management Area; and

WHEREAS, with this new information, Minnesota Power and Manitoba Hydro reached an agreement on a new border crossing that would originate at the Minnesota-Manitoba border roughly 2.9 miles east of Highway 89 in Roseau County. It would proceed southeast 0.2 miles and then travel south 2.3 miles to 390th Street and turn east following Minnesota Power's proposed Blue and Orange Routes as proposed in its April 15, 2014 Route Permit and Presidential Permit applications; and

0115-1

0115-1 cont'd

0115-1
Continued

WHEREAS, during the scoping process for the environmental impact statement, additional border crossings were proposed by the Minnesota Department of Natural Resources and private landowners, and four of these additional border crossings were carried forward by the Minnesota Department of Commerce into the scope of the draft environmental impact statement; and

WHEREAS, Roseau County supports the amended border crossing proposed by Minnesota Power as the only feasible border crossing given the agreement between Minnesota Power and Manitoba Hydro; and

WHEREAS, Roseau County opposes the proposed route alternatives in Roseau County submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service that were done without input from Roseau County, including the Roseau Lake WMA Alternative, due to more impacts on private landowners and agricultural land use and interfering with a public airport; and

WHEREAS, it is in the best interests of Roseau County that impacts to agricultural land uses and human settlements be minimized and Minnesota Power's proposed route appears to accomplish those objectives; and

WHEREAS, the route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service effectively negate over three years of good faith participation by Roseau County, and its residents, in working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that attempts to provide the least impact to residents and landowners;

NOW THEREFORE BE IT RESOLVED, Roseau County supports Minnesota Power's preferred route as submitted on April 15, 2014 in the above-referenced dockets and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy; and

BE IT FURTHER RESOLVED, Roseau County designates Commissioners Roger Falk and Todd Miller as possible participants in the public information meetings on the draft environmental impact statement, and the State route permit public hearings, and may provide written and oral testimony consistent with this Resolution.

STATE OF MINNESOTA)
) ss
COUNTY OF ROSEAU)

I, Jeff Pelowski, County Coordinator in and for Roseau County, Minnesota, do hereby certify that the foregoing is a true and correct copy of a part of the proceedings adopted by the Roseau County Board of Commissioners on February 10, 2015.

(SEAL)


Jeff Pelowski
Roseau County Coordinator

District 1, Glenda Phillipe** District 2, Jack Swanson, Chair
District 3, Roger Falk, Vice-Chair ** District 4, Todd Miller ** District 5, Mark Foldesi

An Equal Opportunity Employer



Great Northern Transmission Line <greatnortherntransmissionline@gmail.com>

0116-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Contact Us Form Submission

greatno9@box355.bluehost.com <greatno9@box355.bluehost.com>

Thu, May 7, 2015 at 9:34 AM

Reply-To: kelly.spitzley@hdrinc.com

To: greatnortherntransmissionline@gmail.com

There has been a submission of the form Contact Us through your concrete5 website.

Name:

Bruce Sampson

Email

bsampwd45@citlink.net

Street Address:

4960 County Road 29

City:

Ray

State:

Mn

Zipcode:

56669-9204

Phone:

[2188752609](tel:2188752609)

Preferred method of contact:

Email

Inquiry:

I am in favor of the portion of the proposed scoping route which places the new transmission line adjacent to the west ROW on Mn hwy 65 going south from it's intersection with hwy 1 . We own property in the George Washington State forest to the west of this proposed route and appreciate the fact that the scoping route leaves the area pretty much in a large unbroken tract .

Thank You

Bruce

0116-1

To view all of this form's submissions, visit <http://www.greatnortherntransmissionline.com/index.php/dashboard/reports/forms/?qsid=1347460636>



Great Northern Transmission Line <greatnortherntransmissionline@gmail.com>

0117-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Contact Us Form Submission

greatno9@box355.bluehost.com <greatno9@box355.bluehost.com> Tue, Apr 28, 2015 at 6:26 PM
Reply-To: kelly.spitzley@hdrinc.com
To: greatnortherntransmissionline@gmail.com

There has been a submission of the form Contact Us through your concrete5 website.

Name:
Brad Springer

Email
brdspringer@hotmail.com

Street Address:

City:
Bloomington

State:
Mn

Zipcode:
55437

Phone:

Preferred method of contact:
Email

Inquiry:
I am still 101% opposed to this power line!!!

| 0117-1

To view all of this form's submissions, visit <http://www.greatnortherntransmissionline.com/index.php/dashboard/reports/forms/?qsid=1347460636>



Great Northern Transmission Line <greatnortherntransmissionline@gmail.com>

Contact Us Form Submission

greatno9@box355.bluehost.com <greatno9@box355.bluehost.com>

Tue, Apr 28, 2015 at 1:43 PM

Reply-To: kelly.spitzley@hdrinc.com

To: greatnortherntransmissionline@gmail.com

There has been a submission of the form Contact Us through your concrete5 website.

Name:

Rod Tuomi

Email

rodneycharlestuomi@yahoo.com

Street Address:

2826 6th Avenue East

City:

Hibbing

State:

MN

Zipcode:

55746

Phone:

[218-929-1940](tel:218-929-1940)

Preferred method of contact:

Phone

Inquiry:

I oppose the Dead Man's Pond Segment extension...one of the scoping surveys putting the possibility of the line further west...by Little Moose Lake in Itasca County. Please contact me...either by email or phone.

| 0118-1

Thank you,

Rod Tuomi

To view all of this form's submissions, visit <http://greatnortherntransmissionline.com/index.php/dashboard/reports/forms/?qsid=1347460636>



Great Northern Transmission Line <greatnortherntransmissionline@gmail.com>

Contact Us Form Submission

greatno9@box355.bluehost.com <greatno9@box355.bluehost.com> Wed, Apr 29, 2015 at 12:57 PM
Reply-To: kelly.spitzley@hdrinc.com
To: greatnortherntransmissionline@gmail.com

There has been a submission of the form Contact Us through your concrete5 website.

Name:
Rodney Tuomi

Email
rodneycharlestuomi@yahoo.com

Street Address:
2826 6th Avenue East

City:
Hibbing

State:
MN

Zipcode:
55746

Phone:
[218-929-1940](tel:218-929-1940)

Preferred method of contact:
Phone

Inquiry:
On the Blue route, the scoping decision route for Dead Mans Pond segment alignment modification by Little Moose Lake.....the whole lowland area from Dead Mans Pond to Crooked Lake is a flourishing nesting area for Geese, Mallards, Wood Ducks, Herons, and other kinds of ducks and waterfowl. It is even more populated during the fall season. This proposed route would cut right through it, and parrallel it. Since I have not gotten any response, I will try Ducks Unlimited, Sierra Club, and MN DNR. Thank you...Rod Tuomi

0119-1

To view all of this form's submissions, visit <http://greatnortherntransmissionline.com/index.php/dashboard/reports/forms/?qsid=1347460636>

0119-1
Potential impacts to wetlands and wildlife are discussed in Chapters 5 and 6 of the EIS.
No changes are made to the EIS in response to this comment.



Great Northern Transmission Line <greatnortherntransmissionline@gmail.com>

Great Northern Transmission Line: Docket Number TL-14-21

Rodney Tuomi <rodneycharlestuomi@yahoo.com>

Wed, May 13, 2015 at 10:57 AM

Reply-To: Rodney Tuomi <rodneycharlestuomi@yahoo.com>

To: "info@GreatNorthernTransmissionLine.com" <info@greatnortherntransmissionline.com>

I was at the public meeting in Grand Rapids Tuesday May 12, and the MN Power rep encouraged me to send this email in again.

Great Northern Transmission Line: Docket Number TL-14-21

Minnesota Power is building a High Power Transmission Line from Manitoba to Minnesota (greatnortherntransmissionline.com). On the Blue Route Alternative, there is a scoping decision route proposed segment for an alignment modification near Dead Man's Pond (by Little Moose Lake). The wetlands area between Dead Man's Pond and Crooked Lake is a highly used nesting area for geese, mallards, wood ducks (high population), herons, other ducks, other birds, and possibly swans. The lake also houses loons. The fall season brings much duck activity into this area. This proposed segment (one of many alternatives...I am not against the line) would cut right through and parallel this wetlands area. I would think that there would be a better alternative route that would avoid wetlands areas. I have been active for years in putting up wood duck nests, and doing other projects to protect our wetlands, and wildlife.

There is another wildlife issue in this little basin from Dead Man's Pond to Crooked Lake. It is also a little ecosystem where moose live. We have been in that area since

0121-1

Potential impacts to wetlands and wildlife are discussed in Chapters 5 and 6 of the EIS.

No changes are made to the EIS in response to this comment.

1957, and that little self-contained ecosystem has generally had one or more moose that have lived there. One does not even see them very often because they stay in that little basin. I know that the State on Minnesota is working hard to bring back the moose population, and I would find it a tragedy if that ecosystem that not only contains much nesting wetlands waterfowl, but is also a habitat for moose would be violated by a high power transmission line.

In conclusion, this is a unique self-enclosed watershed. Few know it is there, and it is relatively difficult to get into it. I have hiked the greater area around it for over 50 years, and there are very few smaller secluded areas of pristine nature that escape the mainstream of people. It is also heavily used as a nesting area by waterfowl, and other aquatic animals. It is also the only area in that whole vicinity that I know of where moose will live year round and escape the harassment of invading people. There are presently four possible routes for the power line at this latitude, and I am hoping that one of them, or possibly a new addition would be a much better alternative.

I fully support building the power line, but I so strongly believe in preserving our wildlife and wetlands that I have been in contact with the US District Court, and if need be, I would pursue a Federal Injunction to stop any power line from being constructed in this Dead Man's segment.

Thank you,

Rodney Charles Tuomi

2826 6th Avenue East

Hibbing MN 55746

[\(218\) 929-1940](tel:2189291940)

Land owner in the Little Moose Lake Area



**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

0123-1
Thank you for your comment.

Connecting Manitoba and Minnesota

Name: Frank Weber

Organization (if any): _____

Mailing Address: 20406 Co Rd 8

City: NASHUAHUK

State: MIN

Zip: 55764

Email: Fischerman52-US@yahoo.com

Comment: *It will be interesting to see how the Certificate of Need is justified as the economy slows and collapse approaches. The arguments for anything but the straightest and shortest distance are weak and defy simple engineering principles while meeting someone's agenda. If eliminating the use of coal was the goal it would be much easier to swallow. The willingness to continue to destroy and fragment what little forests are left is truly disheartening.*

0123-1



**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

Connecting Manitoba and Minnesota

Name: Roger Weber

Organization (if any): _____

Mailing Address: 20517 CRA

City: Nashwanak

State: MN

Zip: 55769

Email: Charlie-120RTW@yahoo.com

Comment: The Balsam Variation would be

my Route of Choice. It uses an
existing old line.

Thanks

Roger Weber

0124-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

0124-1

0125-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

RESOLUTION No. 39-15

SUPPORTING THE GREAT NORTHERN TRANSMISSION LINE AND THE ROUTE PROPOSED BY MINNESOTA POWER

Resolution Offered by Councilor: Jaksa
Resolution Supported by Councilor: Kalar

WHEREAS, Minnesota Power has served the City of International Falls, its citizens, businesses and industries with reliable electrical energy needed for productive and comfortable living for many decades; and

WHEREAS, Minnesota Power has proposed a new transmission line project to bring renewable, reliable and affordable energy and provide greater commerce in the State of Minnesota; and

WHEREAS, Minnesota Power has been planning and participating in Regulatory Review since the inception of the project in 2012; and

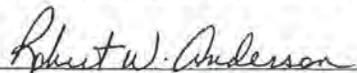
WHEREAS, Minnesota Power has received input from citizens and local units of government through numerous public hearings and has been sensitive to those concerns in developing and scoping the transmission line route; and

WHEREAS, a Draft Environmental Impact Statement (DEIS) under MPUC Docket number E-015/TL-14-21 is anticipated in June 2015;

NOW THEREFORE BE IT RESOLVED, that the City Council for the City of International Falls desires to go on record in support of the route chosen by Minnesota Power and especially its route through Koochiching County and rejects/opposes those alternatives/modifications designed by agencies of government and their personnel that do not reside in Koochiching County and understand our needs and preferences.

Ayes: Briggs, Droba, Jaksa, Kalar, Anderson
Nays: none
Abstained: none
Absent: none

Approved and adopted on this 18th day of May, 2015.


Robert W. Anderson, Mayor

Attest: 
Kenneth R. Anderson, City Administrator

0125-1

STAFFORD TOWNSHIP
ROSEAU COUNTY
MINNESOTA

TOWNSHIP SUPERVISORS: David Dahlgren
Michelle Mekash
TOWNSHIP CLERK: Shelia Holter

A motion was made by Supervisor Dahlgren, seconded by Supervisor Mekash, and carried unanimously to adopt the following resolution:

2015-03-23

SUPPORTING MINNESOTA POWER’S GREAT NORTHERN TRANSMISSION LINE PROPOSED ROUTE ALTERNATIVES

MPUC DOCKET NO.E015/TL-14-21

OAH CASE NO. 65-2500-31637

DOE OE DOCKET NO. PP-398

WHEREAS, Minnesota Power is proposing to construct the 500 KV Great Northern Transmission Line from the Manitoba/Minnesota international border in Roseau County to the Blackberry Substation in Itasca County by June 1, 2020; and

WHEREAS, Minnesota Power is partnering with Manitoba Hydro to build this line that will deliver, clean renewable hydropower from northern Manitoba to Minnesota and the upper Midwest; and

WHEREAS, Minnesota Power has been working with Roseau County residents and landowners in Roseau County, for over three years to develop and refine a route for this project that provides the least impact to residents and landowners; and

WEAREAS, this voluntary outreach included multiple open houses in Roseau County, in addition to the required legal notices to Roseau County and multiple public hearings on the need for the Great Northern Transmission Line; and

WHEREAS, in October 2014, Minnesota Power submitted to the United States Department of Energy an amendment to its border crossing based on consultation with landowners and stakeholders in Roseau County that the originally proposed border crossing was no longer feasible given constraints from the future expansion of the Piney-Pinecreek Border Airport and the Roseau Wildlife Management Area; and

WHEREAS, with this new information, Minnesota Power and Manitoba Hydro reached an agreement on a new border crossing that would originate at the Minnesota-Manitoba border roughly 2.9 miles east of Highway 89 in Roseau County. It would proceed southeast 0.2 miles and then travel south 2.3 miles to 390th Street and turn east following Minnesota Power’s proposed Blue and Orange Routes as proposed in its April 15, 2014 Route Permit and Presidential Permit applications; and

0126-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

WHEREAS, during the scoping process for the environmental impact statement, additional border crossings were proposed by the Minnesota Department of Natural Resources and private landowners, and four of these additional border crossings were carried forward by the Minnesota Department of Commerce into the scope of the draft environmental impact statement; and

WHEREAS, Stafford Township in Roseau County supports the amended border crossing proposed by Minnesota Power as the only feasible border crossing given the agreement between Minnesota Power and Manitoba Hydro; and

WHEREAS, Stafford Township in Roseau County opposes the proposed route alternatives in Roseau County, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service that were done without input from Roseau County including the Roseau Lake WMA Alternative, due to more impacts on private landowners and agricultural land use and interfering with a public airport; and

WHEREAS, it is in the best interest of Stafford Township residents in Roseau County that the impacts to agricultural land uses and human settlements be minimized, and Minnesota Power's proposed route appears to accomplish those objectives; and

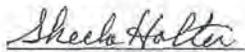
WHEREAS, the route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service negate over three years of good faith participation of Roseau County residents in working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that attempts to provide the least impact to residents and landowners;

NOW THEREFORE BE IT RESOLVED, Stafford Township in Roseau County supports Minnesota Powers preferred route as submitted on April 15, 2014 in the above referenced dockets and Minnesota Power's proposed border crossing as submitted in October, 2014 to the United States Department of Energy.

0126-1

STATE OF MINNESOTA)
COUNTY OF ROSEAU)
STAFFORD TOWNSHIP)

I, Shelia Holter, Clerk of Stafford Township in Roseau County, Minnesota, and we, David Dahlgren and Michelle Mekash, Supervisors of Stafford Township in Roseau County, Minnesota, do hereby certify that the foregoing is a true and correct copy of a part of the proceedings adopted by the Stafford Township Supervisors


Shelia Holter
Stafford Township Clerk
3-23-15


David Dahlgren
Supervisor
3-23-15


Michelle Mekash
Supervisor
3-23-15

STOKES TOWNSHIP
ROSEAU COUNTY

TOWNSHIP SUPERVISORS: JUSTIN HOWELL,
ROB DAVY, DAN PENAS.

MINNESOTA

CLERK MARY MONSRUD. TREASURER: CHET CASTLE

A motion was made by Supervisor *Justin Howell*, seconded by Supervisor *Rob Davy* and carried unanimously to adopt the following resolution:

2015-03-31

SUPPORTING MINNESOTA POWER'S GREAT NORTHERN TRANSMISSION LINE PROPOSED ROUTE ALTERNATIVES

MPUC DOCKET NO. E015/TL-14-21

OAH CASE NO. 65-2500-31637

DOE OE DOCKET NO. PP-398

WHEREAS, Minnesota Power is proposing to construct the 500 KV Great Northern Transmission Line from the Manitoba/Minnesota international border in Roseau County to the Blackberry Substation in Itasca County by June 1, 2020; and

WHEREAS, Minnesota Power is partnering with Manitoba Hydro to build this line that will deliver, clean renewable hydropower from northern Manitoba to Minnesota and the upper Midwest; and

WHEREAS, Minnesota Power has been working with Roseau County residents and landowners in Roseau County, for over three years to develop and refine a route for this project that provides the least impact to residents and landowners; and

WHEREAS, this voluntary outreach included multiple open houses in Roseau County, in addition to the required legal notices to Roseau County and multiple public hearings on the need for the Great Northern Transmission Line; and

WHEREAS, in October 2014, Minnesota Power submitted to the United States Department of Energy an amendment to its border crossing based on consultation with landowners and stakeholders in Roseau County that the originally proposed border crossing was no longer feasible given constraints from the future expansion of the Piney-Pinecreek Border Airport and the Roseau Wildlife Management Area; and

0127-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

WHEREAS, with this new information, Minnesota Power and Manitoba Hydro reached an agreement on a new border crossing that would originate at the Minnesota-Manitoba border roughly 2.9 miles east of Highway 89 in Roseau County. It would proceed southeast 0.2 miles and then travel south 2.3 miles to 390th Street and turn east following Minnesota Power’s proposed Blue and Orange Routes as proposed in its April 15, 2014 Route Permit and Presidential Permit applications; and

WHEREAS, during the scoping process for the environmental impact statement, additional border crossings were proposed by the Minnesota Department of Natural Resources and private landowners, and four of these additional border crossings were carried forward by the Minnesota Department of Commerce into the scope of the draft environmental impact statement; and

WHEREAS, Stokes Township in Roseau County supports the amended border crossing proposed by Minnesota Power as the only feasible border crossing given the agreement between Minnesota Power and Manitoba Hydro; and

WHEREAS, Stokes Township in Roseau County opposes the proposed route alternatives in Roseau County, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service that were done without input from Roseau County including the Roseau Lake WMA Alternative, due to more impacts on private landowners and agricultural land use and interfering with a public airport; and

WHEREAS, it is in the best interest of Stokes Township residents in Roseau County that the impacts to agricultural land uses and human settlements be minimized, and Minnesota Power’s proposed route appears to accomplish those objectives; and

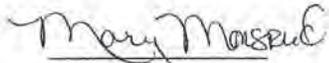
WHEREAS, the route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service negate over three years of good faith participation of Roseau County residents ,in working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that attempts to provide the least impact to residents and landowners;

NOW THEREFORE BE IT RESOLVED, Stokes Township in Roseau County supports Minnesota Powers preferred route as submitted on April 15, 2014 in the above referenced dockets and Minnesota Power’s proposed border crossing as submitted in October, 2014 to the United States Department of Energy.

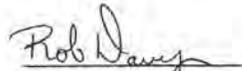
STATE OF MINNESOTA)
COUNTY OF ROSEAU)
Stokes TOWNSHIP)

I, Mary Monsrud, Clerk of Stokes Township in Roseau County, Minnesota, and we, Justin Howell and Rob Davy, Supervisors of Stokes Township in Roseau County, Minnesota, do hereby certify that the foregoing is a true and correct copy of a part of the proceedings adopted by the Stokes Township Supervisors.

0127-1


Mary Monsrud
Stokes Township Clerk


Justin Howell
Supervisor


Rob Davy
Supervisor

Scott Johnson, Chairman
Wilfred Moser, Vice-Chairman
Eugene Krzoska, Supervisor

TOWN OF FALUN
47600 225TH STREET
ROSEAU, MN 56751-8636

Jennifer Moser, Clerk
Florence Rygh, Treasurer

24 March 2015

The Town of Falun board passed the following resolution on March 24th, 2015.

**RESOLUTION SUPPORTING MINNESOTA POWER'S GREAT NORTHERN TRANSMISSION LINE
PORPOSED ROUTE ALTERNATIVES**

Town of Falun Resolution #2015-02

A motion was made by Supervisor WILFRED MOSER, seconded by
Supervisor EUGENE KRZOSKA, to adopt the following resolution:

MPUC DOCKET NO: E015/TL-14-21
OAH CASE NO: 65-2500-31637
DOE OE DOCKET NO: PP-398

WHEREAS, Minnesota Power is proposing to construct the 500 KV Great Northern Transmission Line from the Manitoba/Minnesota international border in Roseau County to the Blackberry Substation in Itasca County by June 1, 2020; and

WHEREAS, Minnesota Power is partnering with Manitoba Hydro to build this line that will deliver, clean renewable hydropower from northern Manitoba to Minnesota and the upper Midwest; and

WHEREAS, Minnesota Power has been working with Roseau County residents and landowners in Roseau County, for over three years to develop and refine a route for this project that provides the least impact to residents and landowners; and

WEAREAS, this voluntary outreach included multiple open houses in Roseau County, in addition to the required legal notices to Roseau County and multiple public hearings on the need for the Great Northern Transmission Line; and

WHERAS, in October 2014, Minnesota Power submitted to the United States Department of Energy an amendment to its border crossing based on consultation with landowners and stakeholders in Roseau County that the originally proposed border crossing was no longer feasible given constraints from the future expansion of the Piney-Pinecreek Border Airport and the Roseau Wildlife Management Area; and

Scott Johnson, Chairman
Wilfred Moser, Vice-Chairman
Eugene Kizaska, Supervisor

TOWN OF FALUN
47600 225TH STREET
ROSEAU, MN 56751-8636

Jennifer Moser, Clerk
Florence Rygh, Treasurer

WHEREAS, with this new information, Minnesota Power and Manitoba Hydro reached an agreement on a new border crossing that would originate at the Minnesota-Manitoba border roughly 2.9 miles east of Highway 89 in Roseau County. It would proceed southeast 0.2 miles and then travel south 2.3 miles to 390th Street and turn east following Minnesota Power's proposed Blue and Orange Routes as proposed in its April 15, 2014 Route Permit and Presidential Permit applications; and

WHEREAS, during the scoping process for the environmental impact statement, additional border crossings were proposed by the Minnesota Department of Natural Resources and private landowners, and four of these additional border crossings were carried forward by the Minnesota Department of Commerce into the scope of the draft environmental impact statement; and

WHEREAS, Falun Township in Roseau County supports the amended border crossing proposed by Minnesota Power as the only feasible border crossing given the agreement between Minnesota Power and Manitoba Hydro; and

WHEREAS, Falun Township in Roseau County opposes the proposed route alternatives in Roseau County, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service that were done without input from Roseau County including the Roseau Lake WMA Alternative, due to more impacts on private landowners and agricultural land use and interfering with a public airport; and

WHEREAS, it is in the best interest of Falun Township residents in Roseau County that the impacts to agricultural land uses and human settlements be minimized, and Minnesota Power's proposed route appears to accomplish those objectives; and

WHEREAS, the route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service negate over three years of good faith participation of Roseau County residents, in working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that attempts to provide the least impact to residents and landowners;

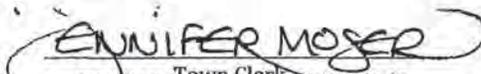
NOW THEREFORE BE IT RESOLVED, Falun Township in Roseau County supports Minnesota Power's preferred route as submitted on April 15, 2014 in the above referenced dockets and Minnesota Power's proposed border crossing as submitted in October 2014 to the United States Department of Energy.

Adopted by the Falun Town Board, March 24th, 2015

Signed by:


Chairperson

Attested to by:


Town Clerk
JENNIFER MOSER
Clerk, Falun Township, Roseau Co., Minnesota
Notarial Officer (ex-officio notary public)
My term is indeterminate

0128-1

0128-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

ROSS TOWNSHIP
ROSEAU COUNTY
MINNESOTA

TOWNSHIP SUPERVISORS: Jon Johnson
Mitch Magnusson
Sheldon Larson

ROSS TOWNSHIP RESOLUTION

SUPPORTING MINNESOTA POWER’S GREAT NORTHERN TRANSMISSION LINE PROPOSED ROUTE ALTERNATIVES

MPUC DOCKET NO.E015/TL-14-21

DAH CASE NO. 65-2500-31637

DOE OE DOCKET NO. PP-398

WHEREAS, Minnesota Power is proposing to construct the 500 KV Great Northern Transmission Line from the Manitoba/Minnesota international border in Roseau County to the Blackberry Substation in Itasca County by June 1, 2020; and

WHEREAS, Minnesota Power is partnering with Manitoba Hydro to build this line that will deliver, clean renewable hydropower from northern Manitoba to Minnesota and the upper Midwest; and

WHEREAS, Minnesota Power has been working with Roseau County residents and landowners in Roseau County, for over three years to develop and refine a route for this project that provides the least impact to residents and landowners; and

WEAREAS, this voluntary outreach included multiple open houses in Roseau County, in addition to the required legal notices to Roseau County and multiple public hearings on the need for the Great Northern Transmission Line; and

WHERAS, in October 2014, Minnesota Power submitted to the United States Department of Energy an amendment to its border crossing based on consultation with landowners and stakeholders in Roseau County that the originally proposed border crossing was no longer feasible given constraints from the future expansion of the Piney-Pinecreek Border Airport and the Roseau Wildlife Management Area; and

WHEREAS, with this new information, Minnesota Power and Manitoba Hydro reached an agreement on a new border crossing that would originate at the Minnesota-Manitoba border roughly 2.9 miles east of Highway 89 in Roseau County. It would proceed southeast 0.2 miles and then travel south 2.3 miles to 390th Street and turn east following Minnesota Power’s proposed Blue and Orange Routes as proposed in its April 15, 2014 Route Permit and Presidential Permit applications; and

0129-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

WHEREAS, during the scoping process for the environmental impact statement, additional border crossings were proposed by the Minnesota Department of Natural Resources and private landowners, and four of these additional border crossings were carried forward by the Minnesota Department of Commerce into the scope of the draft environmental impact statement; and

WHEREAS, Ross Township in Roseau County supports the amended border crossing proposed by Minnesota Power as the only feasible border crossing given the agreement between Minnesota Power and Manitoba Hydro; and

WHEREAS, Ross Township in Roseau County opposes the proposed route alternatives in Roseau County, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service that were done without input from Roseau County including the Roseau Lake WMA Alternative, due to more impacts on private landowners and agricultural land use and interfering with a public airport; and

WHEREAS, it is in the best interest of Ross Township residents in Roseau County that the impacts to agricultural land uses and human settlements be minimized, and Minnesota Power's proposed route appears to accomplish those objectives; and

WHEREAS, the route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service negate over three years of good faith participation of Roseau County residents, in working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that attempts to provide the least impact to residents and landowners;

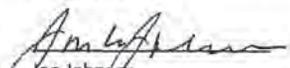
NOW THEREFORE BE IT RESOLVED, Ross Township in Roseau County supports Minnesota Powers preferred route as submitted on April 15, 2014 in the above referenced dockets and Minnesota Power's proposed border crossing as submitted in October, 2014 to the United States Department of Energy.

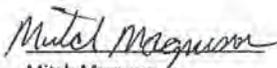
STATE OF MINNESOTA)

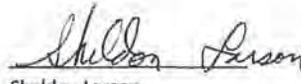
COUNTY OF ROSEAU)

ROSS TOWNSHIP)

Adopted by:


Jon Johnson
Supervisor


Mitch Magnusson
Supervisor


Sheldon Larson
Supervisor

3-30-15

0129-1

DIETER TOWNSHIP
ROSEAU COUNTY
Pearson, Warren Stoe
MINNESOTA
Elton

TOWNSHIP SUPERVISORS: Steve Lee
Casey

TOWNSHIP CLERK: Marlin

A motion was made by Supervisor Lee, seconded by Supervisor Pearson, and carried unanimously to adopt the following resolution:

2015-03-23

SUPPORTING MINNESOTA POWER'S GREAT NORTHERN TRANSMISSION LINE PROPOSED ROUTE ALTERNATIVES

MPUC DOCKET NO.E015/TL-14-21

OAH CASE NO. 65-2500-31637

DOE OE DOCKET NO. PP-398

WHEREAS, Minnesota Power is proposing to construct the 500 KV Great Northern Transmission Line from the Manitoba/Minnesota international border in Roseau County to the Blackberry Substation in Itasca County by June 1, 2020; and

WHEREAS, Minnesota Power is partnering with Manitoba Hydro to build this line that will deliver, clean renewable hydropower from northern Manitoba to Minnesota and the upper Midwest; and

WHEREAS, Minnesota Power has been working with Roseau County residents and landowners in Roseau County, for over three years to develop and refine a route for this project that provides the least impact to residents and landowners; and

WEAREAS, this voluntary outreach included multiple open houses in Roseau County, in addition to the required legal notices to Roseau County and multiple public hearings on the need for the Great Northern Transmission Line; and

WHERAS, in October 2014, Minnesota Power submitted to the United States Department of Energy an amendment to its border crossing based on consultation with landowners and stakeholders in Roseau County that the originally proposed border crossing was no longer feasible given constraints from the future expansion of the Piney-Pinecreek Border Airport and the Roseau Wildlife Management Area; and

0130-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

WHEREAS, with this new information, Minnesota Power and Manitoba Hydro reached an agreement on a new border crossing that would originate at the Minnesota-Manitoba border roughly 2.9 miles east of Highway 89 in Roseau County. It would proceed southeast 0.2 miles and then travel south 2.3 miles to 390th Street and turn east following Minnesota Power's proposed Blue and Orange Routes as proposed in its April 15, 2014 Route Permit and Presidential Permit applications; and

WHEREAS, during the scoping process for the environmental impact statement, additional border crossings were proposed by the Minnesota Department of Natural Resources and private landowners, and four of these additional border crossings were carried forward by the Minnesota Department of Commerce into the scope of the draft environmental impact statement; and

WHEREAS, Dieter Township in Roseau County supports the amended border crossing proposed by Minnesota Power as the only feasible border crossing given the agreement between Minnesota Power and Manitoba Hydro; and

WHEREAS, Dieter Township in Roseau County opposes the proposed route alternatives in Roseau County, submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service that were done without input from Roseau County including the Roseau Lake WMA Alternative, due to more impacts on private landowners and agricultural land use and interfering with a public airport; and

WHEREAS, it is in the best interest of Dieter Township residents in Roseau County that the impacts to agricultural land uses and human settlements be minimized, and Minnesota Power's proposed route appears to accomplish those objectives; and

WHEREAS, the route alternatives submitted by the Minnesota Department of Natural Resources and the United States Fish and Wildlife Service negate over three years of good faith participation of Roseau County residents ,in working collaboratively with Minnesota Power to route the Great Northern Transmission Line in a manner that attempts to provide the least impact to residents and landowners;

NOW THEREFORE BE IT RESOLVED, Dieter Township in Roseau County supports Minnesota Powers preferred route as submitted on April 15, 2014 in the above referenced dockets and Minnesota Power's proposed border crossing as submitted in October, 2014 to the United States Department of Energy.

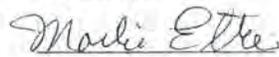
STATE OF MINNESOTA)

COUNTY OF ROSEAU)

DIETER TOWNSHIP)

0130-1

I, Marlin Elton, Clerk of Dieter Township in Roseau County, Minnesota, and we, Steve Lee and Casey Pearson, Supervisors of Dieter Township in Roseau County, Minnesota, do hereby certify that the foregoing is a true and correct copy of a part of the proceedings adopted by the Dieter Township Supervisors



Marlin Elton
Dieter Township Clerk
Date: 3-30-15



Steve Lee
Supervisor
Date: 3-30-15



Casey Pearson
Supervisor
Date: 3-30-15

From: [tom johnson](#)
To: [Storm, Bill \(COMM\)](#)
Subject: TL-14-21
Date: Wednesday, May 20, 2015 4:43:43 PM

Dear Bill Storm,

My name is Tom Johnson and I am a landowner within the Beltrami WMA Alternative Route. In particular I own land in sections 23 & 24 of Stafford Township in Roseau County. I am writing you today to voice my deep concern over this proposed alternative route of the power transmission line and think it is not in the best interest of the residents of Stafford Township nor the best use of the land.

There are several observations I would hope you to consider: 1) It is well known that Stafford Township is considered the bedroom community of Roseau. It has a beautiful landscape which is host to a large number of residences of people who mainly work at many of our outstanding industries in Roseau County and the townships vision is to encourage more development of nice building sites. It is apparent that when looking at the map of the southern proposed alternative route it would travel thru and disrupt many residents along this route versus nearly none along the northern routes. 2) Agriculture is also a big deal in our township and the southern alternative route will clearly be disruptive to many of the farmers like myself who try to make a living off the crops we raise. Trying to farm around these structures is going to place a monetary burden on these farmers year after year. 3) A large amount of wooded land, land in which would be very desirous in which to locate a home, would be greatly affected by this southern alternative route. In particular on land I own in Section 24 it would cut across a half mile of my woods which holds great value not only to incredible building sites but also greatly contributes to the wonderful game this area produces. I would be very saddened to see this disappear.

I have followed along with this process the best I could and have voiced my concerns at several meetings. It was mentioned several times that a minimization of impacts to private land and landowners was a priority. Therefore I appeal to your senses and to please remove the Beltrami WMA Route Alternative from your consideration. If you would wish to discuss this with me directly you may reach me on my cell (218) 469-9357. Call anytime.

Sincerely,

Tom C. Johnson
24506 State Hwy. 89
Roseau, MN 56751

0131-1

For all alternatives proposed during the scoping process, residences, agriculture, land use (including forests), and land ownership are evaluated in Chapter 6 of the EIS.

As discussed in Section 1.3.4.4 of the EIS, once a route is selected and a permit is issued, the Applicant would contact landowners to gather information about their property and their concerns and discuss how the ROW would best proceed across the property.

No changes are made to the EIS in response to this comment.

0131-1

From: [Coleen Lofgren](#)
To: [Storm, Bill \(COMM\)](#)
Subject: The Great Northern Transmission Line Docket No. TL-14-21
Date: Wednesday, May 20, 2015 8:03:02 AM

0132-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

41366 Scenic Highway

Bovey, MN 55709

May 19, 2015

Dear Mr. Storm,

My name is Coleen Lofgren. My husband and I have 40 acres in Itasca County (sec 26, T58N, R24W) we have owned this property since the 1970's. If the orange route is chosen, it will go right through the center of our property. The orange route will also go close to our local township park, community center, volunteer fire department, church, local convenience store, café, medical clinic, chiropractic clinic and peoples' homes.

We don't want to move and would like to live out our lives here, but if the line comes through, we will be forced to do the "buy the farm" option.

WE RECOMMEND THAT YOU CHOOSE THE BLUE ROUTE. Please remove the orange and red route from consideration.

Respectfully,

Coleen Lofgren

0132-1

To Bill Storm
 Environmental Review Manager
 MN Department of Commerce
 85 7th Place Ease, Suite 500
 St. Paul, MN 55101

From: Gerald Krahn
 59450 County Road 12 (300th St.)
 Warroad, MN, 56763
 05/11/2015

0133-1

The EIS provides an analysis of residences within the ROW as well as within the route for all alternatives. Also, as discussed in Section 1.3.1.4 of the EIS, once a route is selected and a permit is issued, the Applicant would contact landowners to gather information about their property and their concerns and discuss how the ROW would best proceed across the property.

My name is Gerald Krahn and I have farmed in four sections of Moranville township along the Cedar Bend WMA for many years as well as the Beltrami WMA in Clear River township the past few year. I will address the Beltrami route first.

I attended one of the first meetings concerning the route for the Great Northern Transmission line and gave my input as a farm operator along the Beltrami route. Some time later I visited with my land lords, Bill and Jeff Thompson, and we agreed that the power company had indeed done their homework well with the route chosen. It appeared to be very environmentally friendly going over Jeff's property. The remaining land would then be taken out of crop production and planted to grasses and legumes This would leave some excellent wild life habitat adjacent to Beltrami State Forest. It would also leave no actively farmed crop land under the power line in Clear River township. I own two parcels of land in Clear River township and have farmed in the area going back into the 1950's. The route going South and then circling back around looks to me like there would be substantial increased original construction cost as well as added up keep for all the corners and extra distance.

0133-1

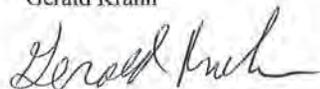
While I think the Beltrami alternative is poor, the Cedar Bend route is much worse. While my son now owns the half mile in section 20 under the current line I still own three quarters of a mile in section 29 right on the South side of the right of way. I also continue to rent land under the Cedar Bend route.

I started farming with a ten foot cultivator, currently my biggest one is 53 feet although I mostly use a 40 foot near the big power towers. In some places it is hard to get between the power tower and the property line. I hire professional operators to do my spraying and they use up to a 120 foot booms. You can imagine the challenges this causes. Last year I had to have some spraying done by air and ended up paying a premium because of the location of the power line. While training farm equipment operators I try to stay out of the fields with large power towers. Those I have included neighbors, children, grandchildren, and if I make it a few more years maybe even a few great grandchildren. In section 20 if you go on the South side it will go right over The Country Corn Maze and if you go to the North It will impact homes.

The proposed Blue/Orange Route minimizes impact to homes and private land use. Please remove the Cedar Bend WMA variation and the Beltrami Alternative from consideration.

Sincerely

Gerald Krahn

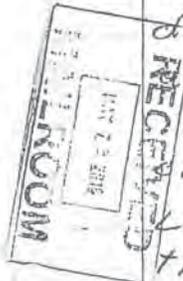


Dear Bill Storm

My name is Mike Handzus, I and my son ISAAC have a farm located within the boundaries of Pine Island State Forest. We purchased the property in 11-1-13 and we did not receive any notice of a transmission line being proposed in the area until April 25th 2015, this is the reason we have not given input at any of the public information meetings held prior to this date.

As you can see with the enclosed copy of the proposed route, it would impact our land completely, going from north to south which would totally destroy the value of the land and severely restrict its use.

We have plans for a small cabin, which now would be located directly in the path of the transmission line.



0134-1

All comments on the Draft EIS are part of the record that will be reviewed by the Administrative Law Judge (ALJ) before a route permit decision is final. The comments about your property and home will be included in this review. There is flexibility in final design and permitting so that if the Blue Route is selected, the Applicant will work with you to minimize impacts to your property.

No changes are made to the EIS in response to this comment.

0134-2

0134-1

All comments on the Draft EIS are part of the record that will be reviewed by the Administrative Law Judge (ALJ) before a route permit decision is final. The comments about your property and home will be included in this review. There is flexibility in final design and permitting so that if the Blue Route is selected, the Applicant will work with you to minimize impacts to your property.

No changes are made to the EIS in response to this comment.

0134-2

0134-2 cont'd

We have invested considerable resources to acquire this land with the intentions of preservation and passing it on to future generations.

It is my understanding that, when a transmission line is built, they clear cut a 200' wide path where the line would go, and approximately every three years, that area is sprayed with a herbicide to kill any type of vegetation that might try to grow back.

Now the full 640 acres of our property could be certified organic, as it has not had chemicals on it prior to this time. This would ruin that if this transmission line were allowed to be built here.

This is a very fragile ecosystem with standing water on most of the property most of the year and with the peat holding the water year round.

0134-2
Continued

0134-3

The Applicant would likely develop a vegetation management plan through the permitting process. This management plan will include information on control of invasive species and treatment of certified organic farms. Once a route is selected, the Applicant would contact landowners to gather information about their property and their concerns, including use of herbicides.

No changes are made to the EIS in response to this comment.

0134-3

0134-4

Chapter 6 of the EIS discusses potential impacts to forests, rare communities, wetlands, and wildlife for each alternative. The EIS also discusses avoidance and minimization measures for these resources in Chapters 2 and 5.

No changes are made to the EIS in response to this comment.

0134-4

0134-4 cont'd

Enclosed are photos of the property, and as you can tell it is a very sensitive area.

This is one of the reasons we chose this property, because of the remote location and by being surrounded by state forest on three sides, we felt that it would prevent any encroachment from outside sources.

We have seen moose tracks, Amphibia, wolf tracks, and various fowl etc, this is one of the major concerns with spraying these chemicals and the effect it would have on animalia as well as humans since the water table is on or next to the surface.

As you may already know this land is surrounded by scientific and natural areas, also thousands of conifer and deciduous trees would be destroyed, not only on our property but throughout the Pine Island.

0134-4
Continued

0134-4 cont'd

State Forrest that surrounds our property. You could not bring in heavy equipment into this area without totally uprooting and destroying the sensitive soil and peat that ties this ground together.

In summary the proposed orange route would be devastating to the whole ecosystem of the area, plus ruin our hopes and plans for keeping a pristine area protected from pollution and outside development, so that it could be maintained and passed on to future generations.

Therefore any action that you can take to exempt the orange route from consideration as a possible route is most greatly appreciated.

Sincerely
 Mike Handzus
 73833 State Hwy 86
 Lakefield, MN 56150

Directions or comments along 507-662-5264

0134-4
 Continued

0134-5

All comments on the Draft EIS are part of the record that will be reviewed by the Administrative Law Judge (ALJ) before a route permit decision is final. The comments about your property and home will be included in this review. There is flexibility in final design and permitting so that if the Blue Route is selected, the Applicant will work with you to minimize impacts to your property.

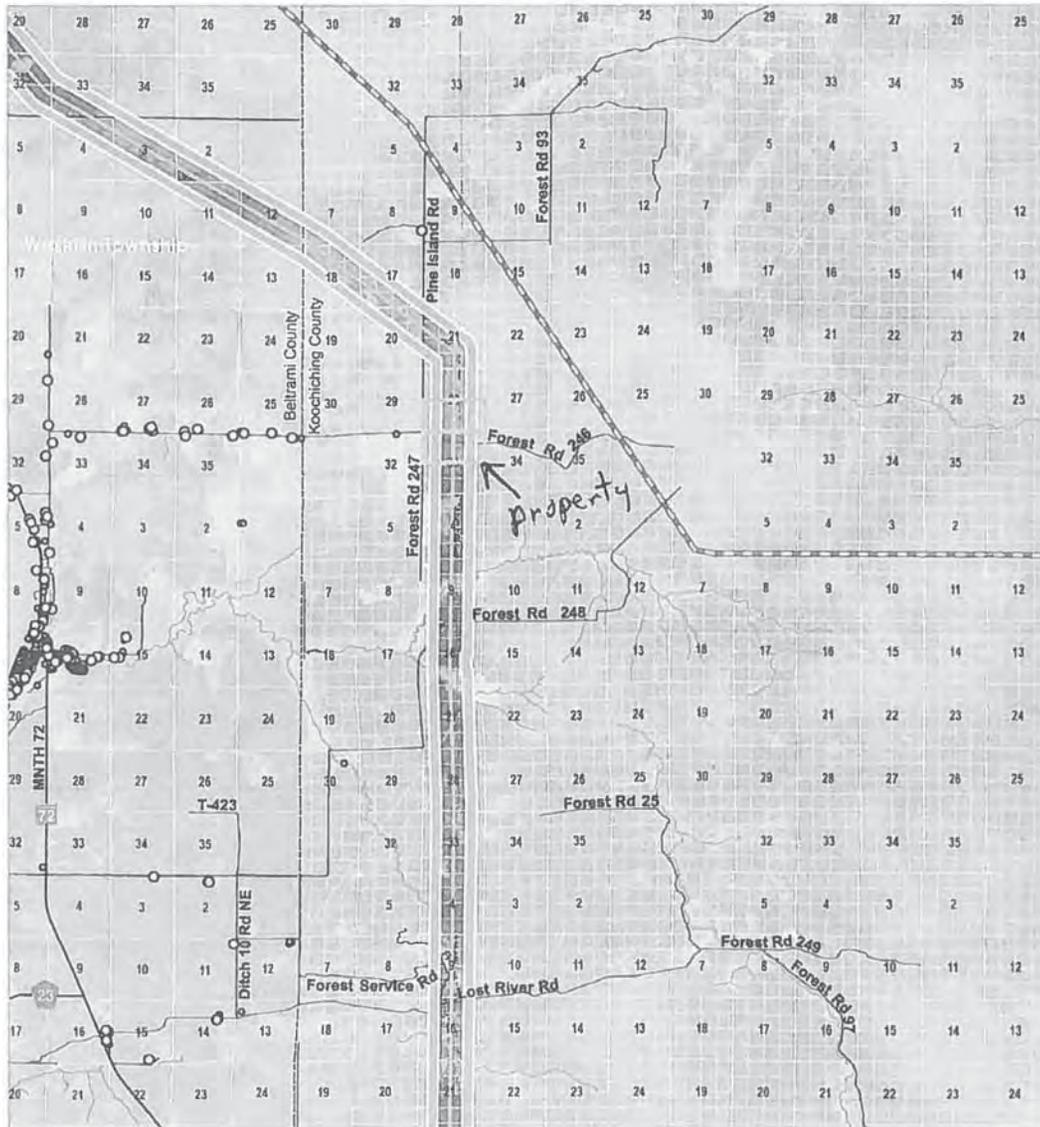
No changes are made to the EIS in response to this comment.

0134-5



Isaac Handzus

73833 STATE HIGHWAY 86
LAKEFIELD, MN 56150



Legend

	Commenter's Area of Interest		Existing Transmission
	Blue Route		230kV AC
	Orange Route		500kV AC
	Route Option		Residence
	Scoping Decision Route		Structure

02,000 Feet
1"=1"



Peat Bogs Help to Mitigate Climate Change

Peat bogs play an essential role in mitigating climate change by keeping billions of tons of carbon buried beneath them.

June/July 2001

<http://www.motherearthnews.com/nature-and-environment/peat-bogs-help-to-mitigate-climate-change-zmaz01jjzsel.aspx>

By I. E. Sadowski



Peat bogs are diverse ecosystems that form solely from surface water and precipitation.

Photo courtesy CORBIS

One step forward for wetlands, but two steps back for peat bogs? For a while there, it appeared that wetland conservation was on the upswing, experiencing an 80 percent reduction in annual loss of acreage over the last decade. But last winter, the Supreme Court decided to limit the scope of the Clean Water Act and exclude wetlands that are not attached to another body of water—a ruling that may have a devastating effect on those peat bogs that accumulate water exclusively by precipitation.

Wetlands act as buffers between land and liquid, working like sponges to moderate flood control, water quality and coastal erosion. The peat bogs that rim the Northern hemisphere may also play a crucial role in mitigating climate change. "There are lots of intersections between global warming and wetlands," says Dan Becker, director of the Sierra Club's Global Warming and Energy Program. Fluctuating sea and lake levels could have devastating effects on the wetlands, he says, which could result in dire global consequences since wetlands are also storage tanks for carbon.

Peat bogs contain sphagnum moss, sometimes many feet thick. In the oxygen-poor environment of a bog, the moss remains stable. But when phenol oxidase goes to work breaking peat down into humus, between 20 and 75 percent of the moss's carbon mass is released as carbon dioxide. *New Scientist*

magazine reports that the 455 billion tons of carbon buried in peat bogs worldwide would release the equivalent of 70 years of industrial emissions. Scientists disagree on whether changing water levels or pH stimulate the enzyme, but some worry that drying wetlands would belch greenhouse gases and cause temperatures to climb even higher.

Amid increasing reports that global warming is real and occurring faster than predicted, drying out wetlands seems like a step in the wrong direction.

Bog

[Previous \(Boer Wars\) \(/entry/Boer_Wars\)](#)

[Next \(Bogota, Colombia\) \(/entry/Bogota,_Colombia\)](#)

A **bog** is a freshwater wetland (/entry/Wetland) characterized by acidic (/entry/Acid) peat (/entry/Peat) deposits and by moisture provided by precipitation (rain (/entry/Rain) and snow (/entry/Snow)) rather than groundwater or interior drainage. The precipitation leaches nutrients from the soil (/entry/Soil), while acid is produced from the decomposing organic material (Finlayson and Moser 1991). The United States Environmental Protection Agency (EPA) considers the bog one of the four general categories of wetlands, the others being marshes (/entry/Marsh), swamps (/entry/Swamp), and fens (/entry/Fen) (EPA 2004), although categorization of wetlands varies widely.



(/entry/File:L%C3%BCtt-Witt_Moor-2.jpg)

Lütt-Witt Moor, a bog in Henstedt-Ulzburg in northern Germany (/entry/Germany).

Bogs provide many ecological (/entry/Ecology), commercial, archaeological, and recreational benefits. As a unique habitat, they serve as a biogenetic reservoir for many rare and protected plant and animal species. They are a source of peat, which can be dried and burned as an energy source and alternatively used as a soil amendment. Bogs are also a very early stage in the formation of coal deposits. Bogs serve as a carbon (/entry/Carbon) store, and afford aesthetic enrichment and renewal. Archaeologically, they have been known to preserve mammalian (/entry/Mammal) bodies extremely well for millennia.

Despite these valuable aspects of bogs, many people consider them to be wastelands that can better be converted to some "useful" purpose, such as reclaimed land for intensive agricultural or residential use. Many bogs have been lost, including an estimated 94 percent of the original bogs in the United Kingdom (/entry/United_Kingdom) (RSPB 2007).

Overview and description

A bog is a type of **wetland**. A wetland is a transitional environment between permanently aquatic and terrestrial environments that shares characteristics of both environments and where water (/entry/Water), which covers the soil (/entry/Soil) or is near the surface for substantial parts of the year, is the key factor in determining the nature of the ecosystem (/entry/Ecosystem) and soil. Although wetlands have aspects similar to both wet and dry environments, they cannot be classified unambiguously as either aquatic or terrestrial (Barbier et al. 1997).

A bog is a wetland type that accumulates acidic (/entry/Acid) peat (/entry/Peat). Peat is the dark, fibrous accumulation of partially decomposed and disintegrated organic matter (/entry/Biological_tissue) found in wet areas, usually residues of plants (/entry/Plant) such as mosses (/entry/Moss), but also including sedges, trees (/entry/Tree), and other plant and even animal matter. It is generally light and spongy in consistency and dark brown or black in color (/entry/Color). Many North American bogs are characterized by *Sphagnum* (/entry/Sphagnum) moss.

Contents

- 1 Overview and description
- 2 Distribution and extent
- 3 Importance
 - 3.1 Biodiversity
 - 3.2 Commercial uses
 - 3.3 Archeology
 - 3.4 Other uses
- 4 References
- 5 External links
- 6 Credits

Bogs are not the only peat-forming wetland. For example, a fen is a freshwater, peat-forming wetland with chemically basic (/entry/Base_(chemistry)) (which roughly means alkaline (/entry/Alkali)) ground water. This means that it contains a moderate or high proportion of hydroxyl ions (pH (/entry/PH) value greater than seven).

In bogs, moisture is provided essentially by precipitation, and for this reason bog waters are acidic and termed ombrotrophic (or cloud-fed), which accounts for their low plant nutrient status. Excess rainfall outflows, with

dissolved tannins from the plant matter giving a distinctive tan color to bog waters.



(/entry/File:Rasellink.jpg)

Sphagnum (/entry/Sphagnum) bog vegetation

In the United States (/entry/United_States), the four general categories of wetlands, according to the Environmental Protection Agency, are marshes, swamps, bogs, and fens. (EPA 2004) The term *mires* is sometimes used for a type of complex, wetland ecosystems (/entry/Ecosystem) that includes bogs



(/entry/File:Brown_Lake_Bog_OH.jp

VirgIn boreal acid bogs at Brown's Lake Bog, Ohio. The tree cover is not typical of a bog.

and fens. Finlayson and Moser (1991) state that bogs are formed when rain and snow feed directly into an area with an already high watertable, with nutrients being leached from the soil and acid being produced as organic material slowly decomposes. They distinguish bogs from fens by stating that fens are fed by ground water or by interior drainage into a hollow rather than by precipitation; fens are higher in nutrients and lower in acidity than bogs, but can still produce peat.

The EPA notes that bogs often are formed in old glacial lakes and characterized by spongy peat deposits, evergreen trees and shrubs, and a floor covered by a thick carpet of sphagnum (/entry/Sphagnum) moss (EPA 2004).

Distribution and extent

Bogs are widely distributed in cold, temperate climates, mostly in the northern hemisphere (Boreal). The world's largest wetlands are the bogs of the Western Siberian Lowlands in Russia (/entry/Russia), which cover more than 600,000 square kilometers. Sphagnum (/entry/Sphagnum) bogs historically were widespread in northern Europe, and Ireland (/entry/Ireland) once was more than 15 percent bog. Achill Island off Ireland remains 87 percent bog.

There are extensive bogs in Canada (/entry/Canada) and Alaska (/entry/Alaska) (labeled muskeg), Scotland (/entry/Scotland), Denmark (/entry/Denmark), Estonia (/entry/Estonia) (20 percent boglands), Finland (/entry/Finland) (26 percent), northern Germany (/entry/Germany), the Netherlands (/entry/Netherlands), and Sweden (/entry/Sweden). There are also bogs in the Falkland Islands (/entry/Falkland_Islands).

Ombrotrophic wetlands (that is, bogs) are also found in the tropics, with notable areas documented in Kalimantan; these habitats are forested so would be better called swamps (/entry/Swamp). Extensive bogs cover the northern areas of the U.S. states of Minnesota (/entry/Minnesota) and Michigan (/entry/Michigan), most notably on Isle Royale in Lake Superior (/entry/Lake_Superior). The pocosin of the southeastern United States is like a bog in that it is an acidic wetland but it has its own unusual combination of features. In certain areas such as Ireland and Scotland, coastal bogs are frequently intruded upon by low lying dunes called *Machairs*.

Importance

Bogs provide innumerable benefits. Nonetheless, many have been drained or otherwise converted to intensive agricultural, residential, or commercial use. It is estimated that more than 90 percent of the United Kingdom's lowland peat bogs have been damaged or destroyed (BBC 2004; RSPB 2007).

Biodiversity

Bogs are recognized as a significant habitat type by a number of governmental and conservation agencies. For example, the United Kingdom (/entry/United_Kingdom) in its Biodiversity Action Plan establishes bog habitats as a priority for conservation. Bogs are challenging environments for plant life because they are low in nutrients and very acidic. Furthermore, the absorption of water by sphagnum moss reduces the amount of water available for plants. As a result of these unique conditions, many unique flora and fauna may be found. Carnivorous plants have adapted to the low nutrient conditions by using insects (/entry/Insect) as a nutrient source. Some bog plants, such as Leatherleaf, have waxy leaves to help retain moisture. English (/entry/England) bogs are home to the boghopper beetle and a yellow fly (/entry/Fly) called the hairy canary.

Many rare and protected plant and animal species are found on bogs. These include the Greenland white-fronted goose, which relies on bogs for feeding and roosting, and the bog moss *Sphagnum imbricatum* is entirely restricted to bogs (IPCC 1996).

Commercial uses

Peat, which is characteristic of bogs, is a very early stage in the formation of coal (/entry/Coal) deposits. Indeed, peat can be dried and burned and thus is used as an energy source, such as for home heating or even for power stations. More than 20 percent of home heat in Ireland comes from peat, and peat is also used for fuel in Finland (/entry/Finland), Scotland (/entry/Scotland), Germany (/entry/Germany), and Russia (/entry/Russia). Russia is the leading producer of peat for fuel at more than 80 million metric tons per year.

The other major use of dried peat is as a soil amendment (sold as *moss peat* or *sphagnum*) to increase the soil's capacity to retain moisture and enrich the soil. It is also used as a mulch, although this generally is not advisable since it can repel water when dried. Some distilleries (/entry/Distillation), notably Laphroaig, use peat fires to smoke the barley (/entry/Barley) used in making scotch whiskey. This gives Scotch whiskey its distinctive smoky flavor, often called "peatiness" by its aficionados.

Blueberries (/entry/Blueberry), cranberries, cloudberries, huckleberries, wild strawberries, and lingonberries are harvested from the wild in bogs. Bog oak, wood that has been partially preserved by bogs, has been used in manufacture of furniture (/entry/Furniture).

Archeology

The anaerobic acidic bogs are known to preserve mammalian (/entry/Mammal) bodies extremely well for millennia, making them a valuable archaeological resource.

During prehistoric times, peat bogs had considerable ritual significance to Bronze Age and Iron Age peoples, who considered them to be home to (or at least associated with) nature gods or spirits. The bodies of the victims of ritual sacrifices have been found in a number of locations in England (/entry/England), Ireland (/entry/Ireland), and especially northern Germany (/entry/Germany) and Denmark (/entry/Denmark), almost perfectly preserved by the tanning properties of the acidic water. Some bogs have preserved ancient oak (/entry/Oak) logs useful in dendrochronology



(/entry/File:BogHBy.jpg)

Bog Huckleberry at Polly's Cove,
Nova Scotia (/entry/Nova_Scotia)

(/entry/Dendrochronology), and they have yielded extremely well-preserved bog bodies, with organs, skin, and hair intact, buried there thousands of years ago after apparent Germanic and Celtic human sacrifice. Excellent examples of such human specimens are Haraldskær Woman and Tollund Man in Denmark. Both of these specimens retained remarkably intact skin, internal organs, and skeletons.

The discovery of several victims of ritual sacrifice by strangulation during the Iron Age culture of Denmark has been recorded (Glob 1969). The corpses were thrown into peat bogs where they were discovered after 2000 years, perfectly preserved down to their facial expressions, although well-tanned by the acidic environment of the Danish bogs. The Germanic culture has similarities to the characteristics of the probably Celtic Lindow man found at Lindow Common and with the Frisian culture described in the story of St. Wulfram. In Ireland, at Celde fields in County Mayo, a 5000 year old neolithic (/entry/Neolithic) farming landscape complete with field walls and hut sites has been found preserved under a raised blanket bog.

Other uses

Carbon store. Worldwide, peat contains an estimated 550 gigatons (one gigaton = one billion metric tons) of carbon (/entry/Carbon), which is equivalent to 30 percent of all global soil carbon, 75 percent of all atmospheric carbon, and twice the carbon stock of the world's forest biomass (Joosten 2007).

Recreational. Sphagnum (/entry/Sphagnum) bogs are used for sport, but this can be damaging. All-terrain vehicles are especially damaging to bogs. Bog snorkeling is popular in England and Wales. Llanwrtyd Wells, which claims to be the smallest town in Wales, hosts the World Bog Snorkeling Championships. In this event, competitors with mask, snorkel, and scuba fins swim along a 60-meter trench cut through a peat bog.

Aesthetic. The value of bogs as an aesthetic resource is difficult to quantify, but for many people bogs' uniqueness and biodiversity helps to make them places of beauty.

Agriculture. The blanket bogs of the west of Ireland have been used year round for grazing cattle and sheep (IPCC). Blanket bog habitats cover about ten million hectares of the earth's surface with Ireland claiming about eight percent of the total (IPCC).

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Larix laricina

"Tamarack" redirects here. For other uses, see Tamarack (disambiguation).

"Hackmatack" redirects here. For the balsam poplar species, see Populus balsamifera.

This page has some issues

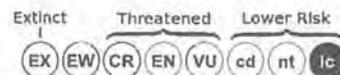
Larix laricina, commonly known as the **tamarack**,^[2] **hackmatack**,^[2] **eastern larch**,^[2] **black larch**,^[2] **red larch**,^[2] or **American larch**,^[2] is a species of larch native to Canada, from eastern Yukon and Inuvik, Northwest Territories east to Newfoundland, and also south into the northeastern United States from Minnesota to Cranesville Swamp, Maryland; there is also a disjunct population in central Alaska. The word *tamarack* is the Algonquian name for the species and means "wood used for snowshoes."

Tamarack larch



Tamarack larch in fall colors, with black spruce

Conservation status



Least Concern (IUCN 2.3)^[1]

Scientific classification

- Kingdom: Plantae
- Division: Pinophyta
- Class: Pinopsida
- Order: Pinales
- Family: Pinaceae
- Genus: *Larix*

http://en.m.wikipedia.org/wiki/Larix_laricina

Species: *L. laricina*

Binomial name

Larix laricina

(Du Roi) K. Koch



Natural range of *Larix laricina*

■ Contents ■

Description

Distribution and ecology

Associated forest cover

Flowering and fruiting

Uses

Reaction to competition

Damaging agents

See also

References

External links

■ Description

It is a small to medium-size boreal coniferous and deciduous tree reaching 10–20 metres (33–66 ft) tall, with a trunk up to 60 centimetres (24 in) diameter.

Tamaracks and Larches (*Larix* species) are deciduous conifers. The bark is tight and flaky, pink, but under flaking bark it can appear reddish. The leaves are needle-like, 2–3 cm (0.8–1.2 in) short, light blue-green, turning bright yellow before they fall in the autumn, leaving the pale pinkish-brown shoots bare until the next spring. The needles are produced spirally on long shoots and in dense clusters on long woody spur shoots. The cones are the smallest of any larch, only 1–2.3 cm (0.4–0.9 in) long, with 12–25 seed scales; they are bright red, turning brown and opening to release the seeds when mature, 4 to 6 months after pollination.

Key characteristics:^[3]

- The needles are normally borne on a short shoot in groups of 10–20 needles.
- The larch is deciduous and the needles turn yellow in autumn.
- The seed cones are small, less than 2 cm (0.8 in) long, with lustrous brown scales.
- Larch are commonly found in swamps, bogs, and other low-land areas.

■ Distribution and ecology

It is very cold tolerant, able to survive temperatures down to at least $-65\text{ }^{\circ}\text{C}$ ($-85\text{ }^{\circ}\text{F}$), and commonly occurs at the arctic tree line at the edge of the tundra. Trees in these severe climatic conditions are smaller than farther south, often only 5 m (16 ft) tall. Tamarack can tolerate a wide range of soil conditions but grows most commonly in swamps in wet to moist organic soils such



Tamarack larch foliage and cones in August. The lighter brown cones are from the current season; the darker brown cones are mature cones from

as sphagnum peat and woody peat. The tree is found on mineral soils that range from heavy clay to coarse sand; thus texture does not seem to be limiting. Although tamarack can grow well on calcareous soils, it is not abundant on the limestone areas of eastern Ontario.

Tamarack is commonly an early invader.^[4] Tamarack is generally the first forest tree to invade filled-lake bogs. In the lake states, tamarack may appear first in the sedge mat, sphagnum moss, or not until the bog shrub stage. Farther north, it is the pioneer tree in the bog shrub stage. Tamarack is fairly well adapted to reproduce successfully on burns, so it is one of the common pioneers on sites in the boreal forest immediately after a fire.

The central Alaskan population, separated from the eastern Yukon populations by a gap of about 700 kilometres (430 mi), is treated as a distinct variety *Larix laricina* var. *alaskensis* by some botanists, though others argue that it is not sufficiently distinct to be distinguished.

■ Associated forest cover

Tamarack forms extensive pure stands in the boreal region of Canada and in northern Minnesota. In the rest of its United States range and in the Maritime Provinces, tamarack is found locally in both pure and mixed stands. It is a major component in the SAF forest cover types Tamarack and black spruce-tamarack.

Black spruce (*Picea mariana*) is usually tamarack's main associate in mixed stands on all sites. The other most common associates include balsam fir (*Abies balsamea*), white spruce (*Picea glauca*), and quaking aspen (*Populus tremuloides*) in the



Young tree with fall colors

http://en.m.wikipedia.org/wiki/Larix_laricina

boreal region. In the better organic soil sites in the northern forest region, the most common associates are the northern white-cedar (*Thuja occidentalis*), balsam fir, black ash (*Fraxinus nigra*), and red maple (*Acer rubrum*). In Alaska, quaking aspen and tamarack are almost never found together. Additional common associates are American elm (*Ulmus americana*), balsam poplar (*Populus balsamifera*), jack pine (*Pinus banksiana*), paper birch (*Betula papyrifera*), Kenai birch (*B. papyrifera* var. *kenaica*), and yellow birch (*B. alleghaniensis*).

Tamarack stands cast light shade and so usually have a dense undergrowth of shrubs and herbs. Because the tree has an extensive range, a great variety of shrubs is associated with it. Dominant tall shrubs include dwarf (resin) and low (swamp) birch (*Betula glandulosa* and *Betula pumila*), willows (*Salix* spp.), speckled alder (*Alnus rugosa*), and red-osier dogwood (*Cornus stolonifera*). Low shrubs include Labrador-tea (*Ledum groenlandicum*), bog-rosemary (*Andromeda glaucophylla*), leather leaf (*Chamaedaphne calyculata*), and small cranberry (*Vaccinium oxycoccos*). Characteristically the herbaceous cover includes sedges (*Carex* spp.), cottongrass (*Eriophorum* spp.), false Solomonseal (*Smilacina trifolia*), marsh cinquefoil (*Potentilla palustris*), marsh-marigold (*Caltha palustris*), and bogbean (*Menyanthes trifoliata*). Ground cover is usually composed of sphagnum moss (*Sphagnum* spp.) and other mosses.

■ Flowering and fruiting

Tamarack is monoecious. Male and female flowers are small, either solitary or in groups of 2 or 3, and appear with the needles. Male flowers are yellow and are borne mainly on 1- or 2-year-old branchlets. Female flowers resemble tiny roses. They are reddish/maroon in color, have needles at their base which are shorter and bluer than the other needles on the tree. They are borne most commonly on 2 to 4-year-old branchlets, but may also appear on branchlets 5 or more years old. Cones usually are produced on young growth of vigorous trees. On open-grown trees, cones are borne on all parts of the crown. Ripe cones are brown, oblong-ovoid, and 13 to 19 mm ($\frac{1}{2}$ to $\frac{3}{4}$ in) long.

■ Uses

The wood is tough and durable, but also flexible in thin strips, and was used by the Algonquian people for making snowshoes and other products where toughness was required. The natural crooks located in the stumps and roots are also preferred for creating knees in wooden boats. Currently, the wood is used principally for pulpwood, but also for posts, poles, rough lumber, and fuelwood; Not a major commercial timber species.^[5]



Larix laricina bonsai

It is also grown as an ornamental tree in gardens in cold regions. Several dwarf cultivars have been created that are available commercially.^{[6][7]} Tamarack is commonly used for bonsai.^[8]

Tamarack poles were used in corduroy roads because of their resistance to rot. Tamarack trees were used before 1917 in Alberta to mark the northeast corner of sections surveyed within townships. They were used by the surveyors because at that time the very rot-resistant wood was readily available in the bush and was light to carry.^[citation needed] Their rot resistance was also why they often used in early water distribution systems.

The aboriginal peoples of Canada's northwest regions used the inner bark as a poultice to treat cuts, infected wounds, frostbite, boils and hemorrhoids. The outer bark and roots are also said to have been used with another plant as a treatment for arthritis, cold and general aches and pains.^[9]

Wildlife use the tree for food and nesting.^[citation needed]

■ Reaction to competition

Tamarack is very intolerant of shade. Although it can tolerate some shade during the first several years, it must become dominant to survive. When mixed with other species, it must be in the over story. The tree is a good self-pruner, and boles of 25- to 30-year-old trees may be clear for one-half or two-thirds their length.

Because tamarack is very shade-intolerant, it does not become established in its own shade. Consequently, the more tolerant black spruce eventually succeeds tamarack on poor bog sites, whereas northern white-cedar, balsam fir, and swamp hardwoods succeed tamarack on good swamp sites. Recurring sawfly outbreaks throughout the range of tamarack have probably speeded the usual succession to black spruce or other associates.

Various tests on planting and natural reproduction indicate that competing vegetation hinders tamarack establishment.

The shade-intolerance of tamarack dictates the use of even-aged management. Some adaptation of clear cutting or seed-tree cutting is generally considered the best silvicultural system because tamarack seeds apparently germinate better in the open, and the seedlings require practically full light to survive and grow well. Tamarack is also usually wind-firm enough for the seed-tree system to succeed. Satisfactory reestablishment of tamarack, however, often requires some kind of site preparation, such as slash disposal and herbicide spraying.

■ Damaging agents

The tamarack has thin bark and is therefore highly susceptible to fire damage, except perhaps in older, upland stands. However, the habitat of tamarack, especially south of the boreal forest, is normally wet enough to protect the tree from fire. The tamarack is also susceptible to high winds. Strong winds can uproot large tamarack trees growing in swamps or other wet-land sites where rooting is shallow. It has also been discovered that abnormally high water levels often kill tamarack stands. Those that survive under such conditions usually grow very slowly. Other effects of high water include dieback and the

development of adventitious roots and shoots. Wetland road crossings and beaver damming are the primary causes of flooding.

Many insect species are known to be destructive to tamaracks. The larch sawfly is the most destructive. Epidemics occur periodically across Canada and the northern United States and have caused tremendous losses of merchantable tamarack throughout most of the tree's range. Indications are that radial increment declines markedly after 4 to 6 years of outbreak. After 6 to 9 years of moderate to heavy defoliation, the trees die. In southeastern Manitoba and northern Minnesota, however, imported parasites of the sawfly have become established and should reduce the frequency and duration of future outbreaks. Another serious defoliator is the larch casebearer *Coleophora laricella*. The larch casebearer attacks tamarack of all ages, and several severe outbreaks have caused extensive mortality in some areas. Outbreak severity has lessened in recent years, however, probably due to imported parasites of the casebearer that have become widely established.

Only a few other insects and related organisms (such as mites) that feed on tamarack are known to sometimes cause serious injury. During an outbreak, the spruce budworm (*Choristoneura fumiferana*) can severely damage tamarack. The larch-bud moth (*Zeiraphera improbana*) has had occasional short epidemics, and the spruce spider mite (*Oligonychus ununguis*) is occasionally found in large numbers on tamarack. The larch-shoot moth (*Argyresthia laricella*) is widely distributed, but serious injury is unusual. One of the most common bark beetles attacking tamarack is the eastern larch beetle (*Dendroctonus simplex*), but it feeds mainly on weakened, dying, or dead trees.

Tamarack is a host to many pathogens, but only one cause diseases serious enough to have an economic impact on its culture, the *Lachnellula willkommii* fungus. It is a relatively new pathogen in Canada, first recorded in 1980 and originating in Europe. The fungus cause large cankers to form and a disease known as Larch Canker which is particularly harmful to the tamarack larch, killing both young and mature trees.^[10] Apart from this, the only common foliage diseases are rusts, such as the leaf rust in eastern and central North America. However, this rust, caused by the fungus *Melampsora medusae*, and

other rusts do little damage to tamarack. The needle-cast fungus *Hypodermella laricis* has attacked tamarack in Ontario and has the potential for local damage.

■ See also

- Larch ball

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6. [REDACTED]. University of Connecticut. "Dwarf forms include: 'Blue Sparkler', with bluish foliage; 'Deborah Waxman', which reaches 4' in time; 'Lanark', which grows very low and wide; and 'Newport Beauty', a tiny form probably never exceeding 2' tall and wide."
7. [REDACTED]. *Encyclopedia of Conifers*. Royal Horticultural Society.
8. Joyce, David (2006). [REDACTED]. [REDACTED]. Sterling Publishing Company. p. 154. ISBN 9781402735240. "As bonsai, they are my favorite genus because of their speed of growth, hardiness, ease of wiring and shaping, and, most of all, for their beautiful foliage color in spring and autumn."

9. Marles, Robin James (2009). *Aboriginal Plant Use in Canada's Northwest Boreal Forest*. Canadian Forest Service. ISBN 9780660198699.

10. [REDACTED] Natural Resources Canada

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External links

- [REDACTED]

- [REDACTED] – Rook.org

- [REDACTED] – Silvics of North America

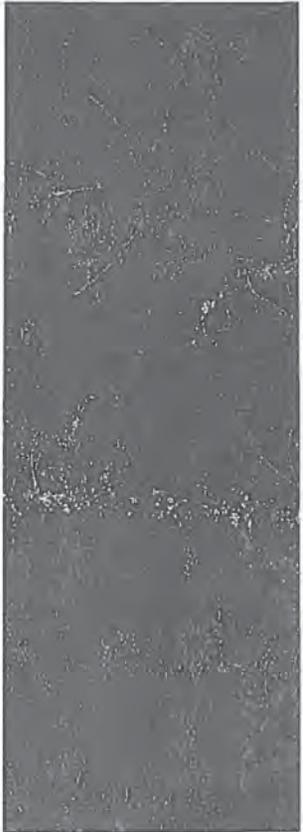
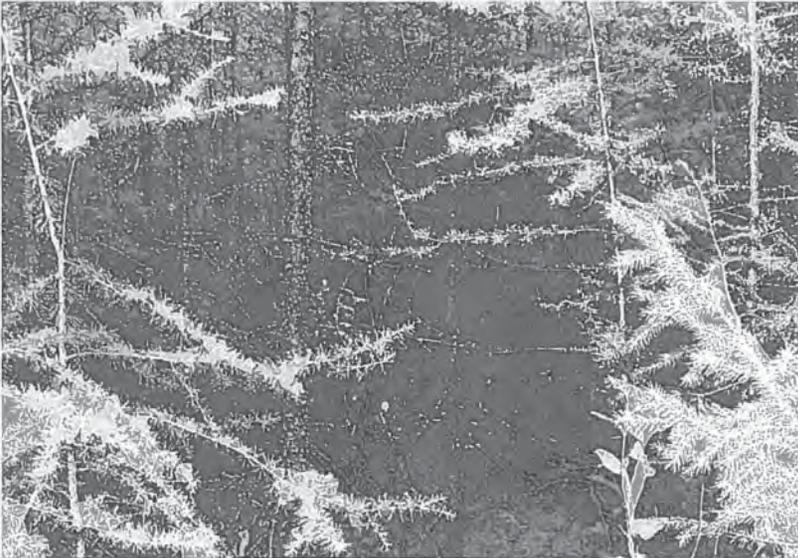
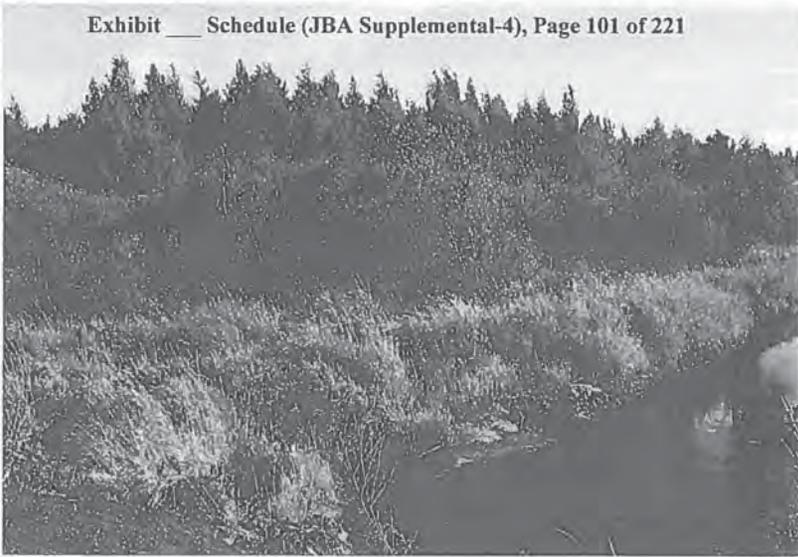
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Connecting Manitoba and Minnesota

**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

0135-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: Maril Coss

Organization (if any): _____

Mailing Address: 29250 Eden Loop Road

City: Bovey,

State: MN.

Zip: 55709

Email: _____

Comment: To whom it may concern:

This line comes close to both home
near Twin Lakes and Cabin at Bear Lake. For
me the Blue Line route seems to be the most
reasonable.

Thank you,
Maril Coss 5-17-2015

0135-1

0136-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Dear Bill Storm,

Scott Habstritt and I (Charles Habstritt) are landowners within the Beltrami WMA Route Alternative Scoping Decision Route proposed for the Great Northern Transmission Line. We have worked with the Minnesota Power staff to remove the area that includes our property (Township: Spruce Valley, Sections: 20,29) for the following reasons.

1. The land is peat (organic soil) farmed and can be a fire hazard.
2. The cropping systems in this area require field burning to control trash, diseases, and insects.
3. Because of the texture of the soil, fields have to be sprayed by **Aerial Application**.
4. Power lines give off electrical magnetic frequencies that may be a hazard to humans, livestock, and the land through electrical, fire, and biological hazards.

In summary of the above points, if the Beltrami BMW route Alternative crosses the peat lands that are being farmed a detrimental effect in agriculture production will be the result i.e. No Aerial application or field burning will cause a decrease in yields and in land values.

The proposed Blue/Orange Route Alternative would minimize impacts to home, humans, livestock, and private land use.

The Advisory Task Force appointed for this project indicated that minimization of impacts to private land and landowners was a priority and the Beltrami WMA Route Alternative developed during Scoping does not satisfy this recommendation.

Please remove the Beltrami WMA Route Alternative from consideration.

Sincerely,

Charles Habstritt

Scott Habstritt

PO Box 148

Roseau MN

56751

0136-1

DOCKET NUMBER 1421

Bill Storm
MN Department Of Commerce
85 7th Place East, Suite 500
St. Paul, MN 55101

Terry Kveen
N69 W20473 Orchard Ct
Menomonee Falls, WI 53051

Dear Bill Storm,

My Name is Terry Kveen and I am a landowner located within the east to west Scoping Decision Route on and south of the Roseau River near roads 28 and 123. I would ask that my property be removed from the route for consideration. I do however question why the route is being run into the United States in the manner it is. It would seem to me it would be better to run through the land in Canada East to West before needing to be run South through private land in the United States. This would remove the majority of the privately owned land inside the United States and remove a majority of the objections of the landowners affected by this.

I do realize the Advisory Task Force is attempting to minimize the impacts to private landowners and I hope my recommendation assists in this. Under the current route I have several properties, including a quonset with nearby homes.

Thank you for your consideration,

Terry Kveen

Terry Kveen

0137-1

Thank you for your comment.

The U.S. DOE does not have the authority to site electric transmission lines in any of the states or in a sovereign country. The EIS addresses these limitations in Section 1.4.2 of the EIS, which provides a discussion of the siting and review process in Canada.

No changes are made to the EIS in response to this comment.

0137-1

RECEIVED
MAY 21 2013
MAILROOM

DOCKET NUMBER 1421

Bill Storm
MN Department Of Commerce
85 7th Place East, Suite 500
St. Paul, MN 55101

0138-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Jessica Kveen
1920 Sunkist Ave
Waukesha, WI 53188

Dear Bill Storm,

My Name is Jessica Kveen and I am a landowner located within the east to west Scoping Decision Route on and south of the Roseau River near roads 28 and 123. I would ask that my property be removed from the route for consideration. I do however question why the route is being run into the United States in the manner it is. It would seem to me it would be better to run through the land in Canada East to West before needing to be run south through private land in the United States. This would remove the majority of the privately owned land inside the United States and remove a majority of the objections of the landowners affected by this.

0138-1

I do realize the Advisory Task Force is attempting to minimize the impacts to private landowners and I hope my recommendation assists in this. Under the current route I have several properties, including a Quonset with nearby homes.

Thank you for your consideration,

Jessica Kveen



RECEIVED
MAY 21 2015
MAILROOM

From: [Gary Johnson](#)
To: [Storm, Bill \(COMM\)](#)
Subject: Great Northern Transmission Line TL-14-21. routing
Date: Saturday, May 30, 2015 2:22:33 PM

0139-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Dear Bill Storm,

My name is Gary Johnson and I own seasonal property on Napoleon Lake in Itasca County.

First, thank you to Minnesota Power and the Bigfork Edge Center for the May 12th open house and the opportunity to speak with various representatives.

My comments concern the blue and orange route alternatives within Itasca County between hwy 1 and CR 52. Using either of these two routes would drastically change the face of several large and beautiful wildlife recreation areas. Construction of the blue route would have the more negative impact of these two routes.

The western-most blue route would pass through very heavily used public and Blandin land that is used for everything from hunting and fishing to berry picking. This is due to the accessibility provided by CR 342/Wilson Lake Rd, many existing trails, the OHV on-road accessibility (corridor access trail) and a public access on Wilson Lake.

The latest recommended red route alternative, which routes near existing power lines, would preserve this area. I firmly believe the preservation of the aforementioned area is more important than a diverse route based on unlikely scenarios and potential issues created by having two large and one small power line in close proximity.

Sincerely,

Gary Johnson

0139-1

**Comment on the
Great Northern Transmission Line
Docket Number TL-14-21**

0140-1

Thank you for your comment. No changes are made to the EIS in response to this comment.

Name: JOHN & JANILE HIATT RECEIVED
 Organization (if any): _____ JUN 05 2015
 Mailing Address: 21301 N. THIRTY LKDR MAILROOM
 City: BOVEY
 State: MN
 Zip: 55709
 Email: jbhiatt@northlc.com

Comment:

We would prefer the Balsam Variation.
The blue line would ~~not~~ be in our view on
property that has been in family
since the 1930's.

0140-1



HIATT, JOHN & JANICE

21301 NORTH THIRTY LAKE DRIVE
BOVEY MN 55709



Legend

	Commenter's Area of Interest		Existing Transmission
	Blue Route		230kV AC
	Orange Route		500kV AC
	Route Option		Residence
	Scoping Decision Route		Structure

0 2,000 Feet

RECEIVED
MAY 01 2015
MAILROOM

May 27, 2015

Bill Storm
Environmental Review Manager
MN Department of Commerce
85-7th Place East, Suite 500
St. Paul, MN 55101

Comment on Great Northern Transmission Line
Docket Number TL-14-21

From:
John Wahlberg
309-7th Ave. SE
Roseau, MN 56751
Email: jwahlberg@wiktel.com

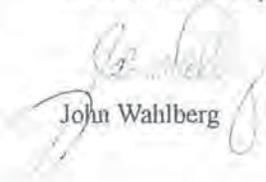
Comment:

I am a landowner located in the Red corridor Scoping Route. This Scoping Route is located on my property directly East of Highway 310. This affects my valuable crop producing agricultural land for a distance of 2 miles along 360th St.

In addition it also affects the same type of agricultural land to the East of 410th Ave. All of this land is currently in crop production and has been for many years.

I feel a better place for this corridor would be East of Highway 310 and North of 370th St. parallel with (J. D. 61) Easterly to and crossing 410th Ave. onto DNR Sections 17, 16, and 15. This would then connect with the Blue/Orange Route. Or simply use the entire original Blue/Orange Route.

These changes would have less effect on valuable private crop producing agricultural land versus land that is mainly covered in brush and marginal timber. I would hope that the final decision would favor valuable crop land.


John Wahlberg

0141-1
Impacts to agriculture are discussed in Chapters 5 and 6 of the EIS. As discussed in Section 1.3.4.4 of the EIS, once a route is selected and a permit is issued, the Applicant would contact landowners to gather information about their property and their concerns and discuss how the ROW would best proceed across the property.

No changes are made to the EIS in response to this comment.

0141-2
Thank you for your comment. No changes are made to the EIS in response to this comment.

0141-1

0141-2

June 23, 2015

RECEIVED
JUN 29 2015
MAILROOM

Bill Storm
Environmental Review Manager
MN Department of Commerce
85 7th Place East, Suite 500
St. Paul MN 55101

RE: Great Northern Transmission Line: TL-14-21

Dear Bill Storm,

With all due respect, I oppose the Minnesota Public Utility Commission's proposed Balsam Variation alternative route of the Great Northern Transmission Line for the following reasons:

1. The Balsam Variation route is not cost effective compared to Minnesota Power's preferred Blue Line route. The Blue Line route, as you know, is a straight line route. The Balsam Variation route zig-zags to take advantage of a 65 foot right-of-way that currently exists. However, an additional 135 feet of right-of-way will still have to be cleared to accommodate the new transmission line.
2. The Advisory Task Force appointed for this project indicated that minimization of impacts to private land and landowners were a priority and the Balsam Variation route developed during Scoping does not satisfy this recommendation. The Balsam Variation route would impact a lot more private land and landowners than the Blue Line route.
3. Also, the Balsam Community Center, Balsam Volunteer Fire Department, Balsam Bible Chapel, parsonage, community playground, tennis courts, softball/baseball field would all be included in the middle of the Balsam Variation right-of-way.
4. As a part owner of 84 acres of undeveloped property located entirely within the Balsam Variation right-of-way, which includes approximately 3,000 feet of undeveloped lakeshore, I am concerned about the impact this new transmission line would have the valuation of our property.
5. In addition, I would like to know what impact this transmission line would have on our ability to sell our property at fair market value should we decide to sell at some point in the future.
6. Minnesota Power's intent was to design the transmission line route to maximize separation from existing homes and cabins. The Blue Line accomplishes that goal. The Balsam Variation route right-of-way would run right behind my family's hunting shack which is on a hill overlooking Snaptail Lake.
7. The transmission line is capable of producing an audible noise produced by corona discharges from transmission line conductors. Minnesota Power states that this noise, which resembles a subtle crackling sound is typically only within the threshold of human hearing during rainy or foggy conditions. They also stated that during light rain, dense fog, snow and other times there is moisture in

0142-1

The EIS provides cost comparisons for the Proposed Routes compared to the variations in Chapter 6. All alternatives will require new ROW for its entire length. While some alternatives parallel existing transmission lines, none of the alternatives share ROWs with existing transmission lines.

No changes are made to the EIS in response to this comment.

0142-2

The EIS analyzes potential impacts to land use and land ownership for each alternative.

No changes are made to the EIS in response to this comment.

0142-1 0142-3

Thank you for your comment. The EIS analyzes potential impacts to land use and land ownership for each alternative.

No changes are made to the EIS in response to this comment.

0142-2

0142-3 0142-4

A discussion about the potential effects of transmission lines on property values is included in the EIS in Section 5.2.1.4. This includes a summary of the potential range of property value effects attributed to transmission lines. Further, Appendix J, Property Values Supplement provides a summary of the literature regarding the relationship between transmission lines and property values used to develop the property values analysis in Section 5.2.1.4.

0142-5

No changes are made to the EIS in response to this comment.

0142-6

0142-5
Thank you for your comment. For all alternatives proposed during the scoping process, impacts to property values are evaluated in the EIS. A discussion about the potential effects of transmission lines on property values is included in the EIS in Section 5.2.1.4.

No changes are made to the EIS in response to this comment.

0142-6

Noise is discussed in Section 5.2.1.2 of the EIS.

No changes are made to the EIS in response to this comment.

the air, the proposed transmission lines may produce audible noise higher than the background noise levels in some rural areas. Deer hunting on our property has been a tradition for over 50 years and I am concerned how this will impact my family's deer hunting success in the future.

- 8. From a health and safety point of view, Minnesota Power also refers to "induced voltage", which occurs when an electric field reaches a nearby conductive object, such as a vehicle or metal building and it induces a voltage on the object. Then, if the object is insulated or partially insulated from the ground and a person touches that object, a small current would pass through the person's body to the ground. This might be accompanied by a spark discharge and mild shock, similar to what can occur when a person walks across a carpet and touches an object. Minnesota Power states induced voltage normally is not a problem. Again, this transmission line will impact my family's hunting land due to the fact that it will reduce the amount of land my family will be able to hunt on.

Summarizing noise and potential voltage (shock) issues, we find it hard to believe that these are NOT health issues. One of our deer hunters was never comfortable with the emissions from the old power line and a new higher voltage power line would, in her mind, make that area unusable for anything including deer hunting.

- 9. When Minnesota Power removed the existing transmission line, they told us we could do whatever we wanted to do with our property, such as plant trees. Trees along with an apple orchard were planted and we had every intention of using our property to its fullest. Now, once again, we face the threat of not being able to use our property the way we want to.
- 10. There is an existing osprey nest on the property adjoining our property and if you were to drive where roads/highways intersect with the proposed power line right-of-way, you would see a great number of nesting sites.

Based on the reasons stated above, I am respectfully asking you to remove the Balsam Variation from consideration for the Great Northern Transmission Line.

Thank you!

Karen Lucachick
18469 Sugar Lake Trail
Cohasset MN 55721

41259 Scenic Highway
Bovey MN 55709

0142-6 cont'd

0142-6
Continued

0142-7

0142-7

Section 5.2.2.4 in the EIS discusses induced voltage. Section 5.2.1.2 of the EIS presents the estimated audible noise levels from the from the proposed 500 kV transmission lines under rainy conditions (worst case scenario for noise generated from corona effect). Section 5.2.2.8 of the EIS discusses public safety hazards associated with the proposed Project including electrical shocks.

No changes are made to the EIS in response to this comment.

0142-8

As discussed in Section 1.3.1.4 of the EIS, once a route is selected and a permit is issued, the Applicant would contact landowners to gather information about their property and their concerns and discuss how the ROW would best proceed across the property.

No changes are made to the EIS in response to this comment.

0142-8

0142-9

As discussed in Section 2.11.1 of the EIS, the Applicant would incorporate industry best practices to minimize impacts to migratory birds, which are consistent with the Avian Powerline Interaction Committee (APLIC's) 2012 guidelines. In addition, the MN PUC Route Permit could require that the Applicant develop and implement an Avian Protection Plan. The Applicant would coordinate with the MnDNR and other appropriate agencies in the development of an Avian Protection Plan.

0142-9

No changes are made to the EIS in response to this comment.

*Northwestern
Transmission
Line*

Bill Storm
MN Department Of Commerce
85 7th Place East, Suite 500 St. Paul, Minn. 55101

Patricia Kveen Beaumont
5258 S. 22nd Place
Milwaukee, WI 53221

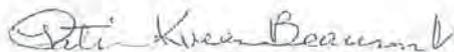
Docket # TL-14-21

Dear Bill Storm;

My name is Patricia Kveen Beaumont and I am a landowner within the east to west Scoping Decision Route on and south of the Roseau River near roads 28 and 123 and Hwy. 16. As a teenager I belonged to Jedis Jets 4-H. My parents lived there until 2002 and are buried at Rose church with the rest of my family. We have deep roots in this community. My brother still has a home there which he lives in for part of the year.

I would ask for the route for consideration near my property be removed from consideration. These lands were homesteaded by our great-grandparents and has been in our family for generations. The route I choose is the orange and blue route. The other routes will reduce the income that I need to live on and will reduce the value of the surrounding lands.

Sincerely,



Patricia Kveen Beaumont

0145-1

The EIS provides an analysis of residences within the ROW as well as within the route for all alternatives. Also, as discussed in Section 1.3.1.4 of the EIS, once a route is selected and a permit is issued, the Applicant would contact landowners to gather information about their property and their concerns and discuss how the ROW would best proceed across the property.

0145-1

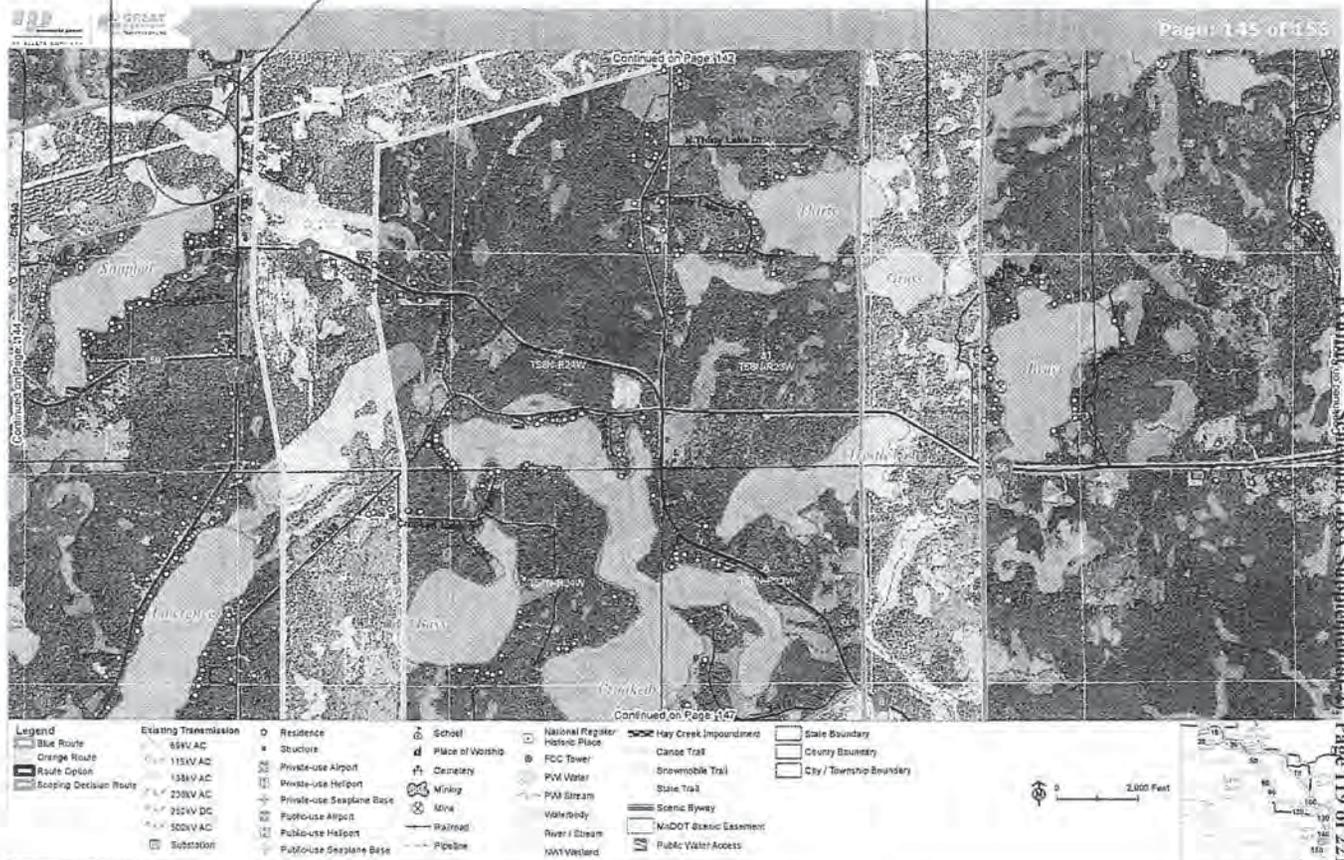
RECEIVED

JUL 06 2015

MAILROOM

Balsam Mountains Own property

Blue Route



To: Ann O'Reilly, Administrative Law Judge
Subject: Great Northern Transmission Line: TL-14-21
Dear Judge O'Reilly:

RECEIVED
2015 JUN -8 AM 7:45
ADMINISTRATIVE
HEARINGS

My name is David Lund. I am a homeowner and landowner having both agricultural and forest-tree plantation land through which one of the Scoping Decision Routes, if chosen, would pass. I actively participated in meetings held in Roseau, MN, that led to our concluding recommendation: Our consensus was that the new transmission line should more or less follow the corridor established by the existing line, that is, the Blue/Orange Route that minimizes the impact on homes and private land use, unlike the Scoping Decision Routes that do just the opposite, at least in some places. I will support and illustrate this claim with that section of the (Scoping Decision) South Route (in the area between Roseau and Warroad) just before it turns north and then soon turns east to subsequently cross the Blue/Orange Route, thereby establishing *Beltrami North Variation 1* as it continues in a south-easterly direction.

0149-1

At the point this Route turns 90 degrees to the north, it could have instead continued east 3.5-4 miles through almost entirely unfarmed and uninhabited public land until it reached the Blue/Orange Route Corridor. After turning, it continues north about 2 miles until it turns 90 degrees to the east, then proceeds about three miles east where it encounters the Blue/Orange Route, crossing farmland and homes all the way. But at this point, instead of proceeding southeast in the Corridor of the existing Line, it simply ignores that Corridor and forms *Beltrami North Variation 1* as it proceeds in a diagonal direction across my entire farm, consisting entirely of farmland, numerous coniferous tree plantations, and managed (deciduous) woodland. This corridor also includes my newly constructed farm home.

These plantations range from about 38 years to 1 year old. I have brought them into existence over the years, replaced sizeable areas when necessary, nurtured, tended, and protected these plantations for about 38 years! Working with them has been one of the abiding passions of my life. I thought of them as part of my legacy — testimony to the fact that I once lived and to how I lived. But the crossing of the proposed transmission line would destroy much of it and then continuously prevent any such use of it. Such is the enormous cost to the tree planter. I can still farm around the towers and under the lines, however inconveniently, but the right-of-way of the Line creates a permanent death zone for trees.

The reader is now in a position to understand that I was baffled and (I confess) outraged by the proposal to ignore the Blue/Orange Line Corridor in simply sending the Line across it and across my plantations, with no apparent concern for the staggering price I must pay for bearing the burden of the Line. What makes this proposal so outrageous is not only the devastation of my plantations but the realization that it is entirely unnecessary. The two opportunities to take an alternative (more practical) route to the Blue/Orange Corridor were so obvious that they virtually beckoned for attention. Had the first one been taken, this section of the Scoping Decision Route would have avoided the charge that it reversed the priority recommendation it was supposed to heed, instead giving priority to public land. As such it is an affront to that priority agreement, and I recommend that it be given no further consideration.

0149-1

The scoping process provides the opportunity to recommend alternatives to be analyzed in the EIS. The EIS analyzes potential impacts to residences and land use and land ownership for each alternative.

No changes are made to the EIS in response to this comment.

Before closing I will comment on (1) the value this land and the numerous coniferous tree plantations growing on it have for me, (2) the value such areas along with the activity needed to produce them should be deemed to have when viewed as a societal good, and (3) the implications (both specific and general) of sending the Line through this land. In so speaking, I don't mean to suggest that the people entrusted to decide where the line should be located are poised to send it through *Beltrami North Variation 1*. Yet its going through this area is a possibility I must acknowledge.

It is already clear that the location of the proposed line, especially in the area I have been discussing, is a matter of great personal concern to me. As I mentioned, the passage of this line across my farm would destroy much of the (primarily) coniferous forest that I have strived to bring about and then nurtured in an extraordinarily persevering way over the last 38 years; and I still plant 2-5 thousand seedlings each year as I fill in and expand some of the plantations. In addition to planting and replanting as needed, I found that fencing was also necessary to protect the young trees. To minimize the damage caused largely by deer but also by the snowshoe hare, I have fenced all of my recent plantations, despite the great expenditure of time and labor (as well as some money) required to build and then maintain the fences over the years and in all seasons of each year. When I consider the thousands of hours of my life that I have devoted to these living things over the years, in conjunction with my continuing interest in their welfare, my finding so disturbing the possibility of the entirely unnecessary intrusion and destruction brought by a huge transmission line is something the reader is likely to understand.

Of course, I am only one individual, but there are some broader concerns that many others might share. The Scoping Decisions Routes are presented under the auspices of an Environmental Impact Statement. This indicates a concern for the environment; and so I infer that, other things being equal, the selected Route should have less negative effect on the environment than its competitors. But a route for a line that results in devastation of well-tended forest-tree plantations and other areas managed to grow forest-trees incurs a substantial loss of environmental benefit in so doing. To my knowledge, no form of terrestrial plant life provides greater benefits to the environment than does forest-trees. In addition to such well known benefits as holding the soil and preventing wind and water erosion, along with their role in reducing our dependence on fossil fuels, they play the most important role (due to their large size) in replenishing the vital oxygen in the air. Moreover, they are unexcelled in their capacity to capture carbon. But my intention here is not to inform but to remind -- to remind us that these great benefactors of life would have to be destroyed and then kept from existing for as long as the Line is in place, thereby creating a permanent uninhabitable zone for trees.

But there is another societal good that strikes me as substantial yet largely unnoticed. It results from, or is exhibited by, the activity of forest-tree planting. It seems to me that, apart from my passion for these living things, planting forest-tree seedlings and then nurturing them, even after one has grown old, is a somewhat noble activity. In any case, it encourages those who practice it to leave behind the self-centeredness and the short-sightedness that seem so prominent in the culture of our time. If it does so, our society benefits, even if only by a tiny amount. This matter is well expressed by an Ancient Greek Proverb: *A society grows great when old men plant trees in whose shade they know they shall never sit.*

0149-2

Potential impacts to forests are discussed in Chapters 5 and 6 of the EIS.

As discussed in Section 1.3.4.4 of the EIS, once a route is selected and a permit is issued, the Applicant would contact landowners to gather information about their property and their concerns and discuss how the ROW would best proceed across the property.

No changes are made to the EIS in response to this comment.

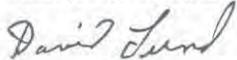
0149-2

The broader ramifications of running the Line over this land seem to be entirely negative. Of course, this is largely due to the prominence of two better alternative routes that were ignored, each of which upholds the priority directive. I have already spoken of the enormity of the blow this would be to me, the sacrifice I would be expected to make for no good reason whatsoever that I can detect. But I should add that I would have difficulty seeing how this entirely unnecessary action does not amount to a (perhaps unintended) mockery of my prolonged striving to bring about coniferous forest when led to realize that the result of my labors apparently has so little value to the final decision makers that it would be chosen to make the sacrifice required to bear the Line instead of an un-farmed, uninhabited, relatively un-forested and untended public land alternative route.

There are broader ramifications that might be even more unfortunate. Such an action might well serve as a warning to those younger people who have the interest, the energy, and the commitment to embark on a project similar to mine -- a warning that their projects might continuously be in jeopardy, always subject to the invasion of irresistible powers that might be neither rational nor humane in their intent to require the devastation of a significant portion of that for which they have labored, despite the conspicuous presence and availability of better alternatives. And those who didn't engage in such a project, even if never tempted to proceed with it, might congratulate themselves on their wisdom in not doing so. These might well be overstatements, and yet they could describe the extreme reaction some will have to the action they have witnessed.

I will end these lengthy comments on an uplifting note. I don't really believe that the Transmission Line will be crossing my land. I think that the people entrusted with the responsibility of making the final decision will decide, after careful consideration of the numerous factors that must be taken into account, that there are much better alternative locations for the Line. Still, my concern is so great that I wished to think through this highly important issue and to put into high relief what is at stake.

Thank you for reading this letter!



David Lund,
56432 County Road 2
Warroad, MN 56763
Telephone: 218-386-9439
Cell: 218-556-2420



30 west superior street / duluth, minnesota 55802-2093 / fax: 218-723-3955 / www.allele.com

David R. Moeller
Senior Attorney
218-723-3963
dmoeller@allele.com

May 4, 2015

VIA ELECTRONIC FILING
The Honorable Ann O'Reilly
Office of Administrative Hearings
PO Box 64620
St. Paul, MN 55164-0620

Re: *In the Matter of the Request by Minnesota Power for a Route Permit for the
Great Northern Transmission Line
Midwestern Governors and Manitoba Transmission Siting Protocol*
MPUC Docket No. E015/TL-14-21
OAH Case No. 65-2500-31637

Dear Judge O'Reilly:

Please find enclosed to be included for consideration in the above-reference Docket a document entitled "Protocol Among the Midwestern Governors Regarding the Permitting and Siting of Interstate Electric Transmission Lines in the Midwestern United States and Manitoba, Canada" that was executed in July 2005 by Midwestern governors, including Minnesota's, and the Premier of Manitoba. The Protocol includes a commitment in Paragraph 3(D) by each signatory to "support efforts to improve coordination and cooperation on the evaluation and processing of applications for electric transmission projects that cross state and national boundaries." This Protocol came to Minnesota Power's attention when the document and the Great Northern Transmission Line were both cited in the recently issued United States Department of Energy's Quadrennial Energy Review: Energy Transmission, Storage and Distribution Infrastructure, Chapter IX Siting and Permitting of TS&D Infrastructure (April 2015) available at: <http://energy.gov/epso/downloads/quadrennial-energy-review-full-report>

Yours truly,

A handwritten signature in cursive script that reads "David R. Moeller".

David R. Moeller
Senior Attorney
Minnesota Power

DRM:sr
Enc.

**PROTOCOL AMONG THE MIDWESTERN GOVERNORS
REGARDING THE PERMITTING AND SITING OF INTERSTATE ELECTRIC
TRANSMISSION LINES IN THE MIDWESTERN UNITED STATES AND
MANITOBA, CANADA**

A. Background

1. A reliable and low-cost electric transmission system is the backbone of a strong economy. A robust electric transmission system is necessary for the delivery of electricity from a variety of electric generation sources to customers throughout the Midwestern United States and Manitoba, Canada.
2. Generation capacity has grown significantly since 2000, both nationally and in the Midwest.
3. Transmission investment has not kept pace with increased generation capacity in the Midwest and has remained essentially flat since 2000.
4. As a result, the Midwest transmission grid has become more congested. FERC estimated that transmission constraints cost customers over \$1 billion during the summers of 2000 and 2001. Curtailment of scheduled transmission transactions in the Midwest has more than tripled from 2000 to 2004.
5. Since the Manitoba transmission system is interconnected with that of the Midwestern United States, we have a common interest in supporting a reliable, robust electric transmission system.
6. Although transmission projects within each Midwestern state and Manitoba have continued to be permitted and constructed, there is additional need for closer cooperation among the Midwestern states and Manitoba on permitting and siting of transmission projects that cross state and national boundaries.

B. Importance Of Midwest Transmission Infrastructure

1. The Midwestern United States and Manitoba currently have over 200,000 megawatts (MW) of low-cost power generation, including 161,000 MW of coal, 26,000 MW of nuclear, and 13,000 MW of hydro. In addition, the Upper Midwest could become a substantial provider of wind-generated electricity, which is cost-effective and essentially pollution-free.
2. Since this power is not always produced where it is needed, a robust electric transmission grid is particularly important to the Midwest because it is essential for delivery of this low-cost and renewable power to customers.
3. Both short-term and long-term benefits accrue from building transmission infrastructure, including a more reliable electric grid, ability to access low-cost generation, more diverse supplies of

0159-1

0159-1

Thank you for submitting the Protocol Among Midwestern Governors Regarding the Permitting and Siting of Interstate Electric Transmission Lines in the Midwestern United States and Manitoba, Canada.

No changes are made to the EIS in response to this comment.

0159-1 cont'd

electricity leading to lower costs, environmental benefits from improved access to renewable generation, economic and job growth, and an expanded tax base.

0159-1
Continued

C. Existing Work To Coordinate And Cooperate On Regional Transmission Planning And Siting Activities

1. Regional transmission organizations, such as the Midwest Independent Transmission System Operator (MISO), the PJM Interconnection, and the Southwest Power Pool, have begun to plan and operate regional electric transmission systems. Other regional organizations, both existing and in development, also coordinate regional planning and reliability.
2. The Organization of MISO States (OMS), a regional organization of state utility regulators from 14 Midwestern states and Manitoba, is an example of governments working to better coordinate and cooperate on permitting and siting activities related to proposed transmission projects that cross state and national boundaries.
3. Some of these activities include learning about each other's permitting and siting requirements and exploring ways that state and provincial regulators can better coordinate their respective permitting and siting activities when applications for transmission lines crossing state and provincial boundaries are filed.
4. The National Conference of State Legislators (NCSL) has issued sample legislation to give state permitting and siting authorities explicit authority: a) to effectively coordinate and cooperate with other states on permitting and siting activities regarding proposed electric transmission lines that cross state and national boundaries; and b) to consider both state and regional needs and planning when evaluating whether a proposed electric transmission line should be approved.

D. Signatory Commitments

1. Each signatory to this Protocol recognizes the need for a robust, reliable electric transmission system.
2. Each signatory to this Protocol supports additional investment in the electric transmission grid when such investment is needed and in the public interest.
3. To the extent possible under his or her respective state laws and considering the rights of all potential parties to electric transmission line proceedings, each signatory to this Protocol will support efforts to improve coordination of and cooperation on the evaluation and processing of applications for electric transmission projects that cross state and national boundaries.

- 4. Each signatory to this Protocol will support legislation to give state permitting and siting authorities explicit authority: a) to effectively coordinate and cooperate with other governmental permitting and siting authorities on permitting and siting activities regarding proposed electric transmission lines that cross state and national boundaries; and b) to consider both state and regional needs and planning when evaluating whether a proposed electric transmission line should be approved.
- 5. The signatories to this Proposal support a regional, cooperative approach to solving problems associated with improvement of the Midwestern electric transmission grid.

E. Administrative Provisions

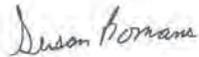
- 1. Nothing in this Protocol shall be construed to limit, repeal, or in any manner modify the existing legal authorities, rights, privileges, and duties of the signatories to this protocol.
- 2. The Governors intend that all the states in the Midwest sign the protocol.
- 3. The Governors will give a copy of this Protocol to state agencies with responsibilities for the review of transmission proposals.
- 4. Any party to this Protocol may unilaterally withdraw its participation in the agreement.
- 5. The Protocol may be amended or modified if all parties agree.
- 6. Upon signature, the Protocol will be immediately effective and will be posted on the Midwestern Governors Association website.

0159-1
Continued

STATE OF MINNESOTA)
) ss
COUNTY OF ST. LOUIS)

AFFIDAVIT OF SERVICE VIA
ELECTRONIC FILING AND
U.S. MAIL

Susan Romans of the City of Duluth, County of St. Louis, State of Minnesota, says that on the 4th day of **May, 2015**, she served Minnesota Power's Letter to the ALJ in OAH Case No. 65-2500-31637 and PUC Docket No. E015/TL-14-21 regarding Midwestern Governors and Manitoba Transmission Siting Protocol on the Minnesota Public Utilities Commission and the Energy Resources Division of the Minnesota Department of Commerce via electronic filing. The remaining parties on the attached service list were served as indicated.



Susan Romans

Exhibit ___ Schedule (JBA Supplemental-4), Page 185 of 221

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
Burt W.	Haar	burt.haar@state.mn.us	Public Utilities Commission	Suite 350 121 7th Place East St. Paul, MN 551012147	Electronic Service	Yes	OFF_SL_14-21_Official CC Service List
Linda	Jensen	linda.s.jensen@ag.state.mn.us	Office of the Attorney General-DOC	1600 BRM Tower 445 Minnesota Street St. Paul, MN 551012134	Electronic Service	Yes	OFF_SL_14-21_Official CC Service List
Michael	Kaluzniak	mike.kaluzniak@state.mn.us	Public Utilities Commission	Suite 350 121 Seventh Place East St. Paul, MN 55101	Electronic Service	Yes	OFF_SL_14-21_Official CC Service List
David	Moeller	dmoeller@state.com	Minnesota Power	30 W Superior St Duluth, MN 558022093	Electronic Service	No	OFF_SL_14-21_Official CC Service List
Ann	O'Reilly	ann.oreilly@state.mn.us	Office of Administrative Hearings	PO Box 64620 St. Paul, MN 55101	Electronic Service	Yes	OFF_SL_14-21_Official CC Service List
Janet	Shaddix Eling	jshaddix@janetshaddix.com	Shaddix And Associates	Ste 122 9100 W Bloomington Frwy Bloomington, MN 55431	Electronic Service	Yes	OFF_SL_14-21_Official CC Service List
Tracy	Smetana	tracy.smetana@state.mn.us	Public Utilities Commission	121 7th Place East Suite 350 St. Paul, MN 55101	Electronic Service	Yes	OFF_SL_14-21_Official CC Service List
William	Storm	bill.storm@state.mn.us	Department of Commerce	Room 500 85 7th Place East St. Paul, MN 551012198	Electronic Service	Yes	OFF_SL_14-21_Official CC Service List
Eric	Swanson	eswanson@winthrop.com	Winthrop Weinsime	225 S 6th St Ste 3500 Capella Tower Minneapolis, MN 554024626	Electronic Service	No	OFF_SL_14-21_Official CC Service List

Exhibit __ Schedule (JBA Supplemental-4), Page 186 of 221

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
Sarah	Belmers	sarah.belmers@mnhis.org	Minnesota Historical Society	345 Kellogg Boulevard West St Paul, MN 55102	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Tamara	Cameron	tamara.e.cameron@usaca.army.mil	U.S.Army Corps of Engineers	180 5th St # 700 Saint Paul, MN 55101	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Travis	Germundson	travis.germundson@state.mn.us		Board of Water & Soil Resources 520 Lafayette Rd Saint Paul, MN 55155	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Brooke	Haworth	Brooke.Haworth@state.mn.us	Department of Natural Resources	500 Lafayette Road Saint Paul, MN 55155	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Susan	Heffron	susan.heffron@state.mn.us	MN Pollution Control Agency	520 Lafayette Rd Saint Paul, MN 55155	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Kari	Howe	kari.howe@state.mn.us	DEED	332 Minnesota St, #E200 1ST National Bank Bldg St Paul, MN 55101	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Ray	Kirsch	Raymond.Kirsch@state.mn.us	Department of Commerce	85 7th Place E Ste 500 St Paul, MN 55101	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Stacy	Kotch	Stacy.Kotch@state.mn.us	MINNESOTA DEPARTMENT OF TRANSPORTATION	395 John Ireland Blvd. St Paul, MN 55155	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Debra	Moyrhan	debra.moyrhan@state.mn.us	MN Department of Transportation	395 John Ireland Blvd MS 620 St Paul, MN 55155-1809	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Bob	Patton	bob.patton@state.mn.us	MN Department of Agriculture	825 Robert St N Saint Paul, MN 55155-2538	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21

Exhibit __ Schedule (JBA Supplemental-4), Page 187 of 221

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
Margaret	Rheude	Margaret_Rheude@fws.gov	U.S. Fish and Wildlife Service	Twin Cities Ecological Services Field Office 4101 American Blvd. E. Bloomington, MN 55425	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Michele	Ross	michele.ross@state.mn.us	Department of Health	625 N Robert St Saint Paul, MN 55101	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Jamie	Schrenzel	jamie.schrenzel@state.mn.us	Minnesota Department of Natural Resources	500 Lafayette Road Saint Paul, MN 55155	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
David	Seykora	dave.seykora@state.mn.us	MN Department of Transportation	395 John Ireland Boulevard Mail Stop 130 St. Paul, MN 55155-1899	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Bruce	West	Bruce.West@state.mn.us	Department of Public Safety	Box 145 444 Cedar Street St. Paul, MN 55151	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21
Jonathan	Wolgram	Jonathan.Wolgram@state.mn.us	Department of Public Safety	445 Minnesota Street Suite 147 St. Paul, MN 55101-1547	Electronic Service	No	SPL_SL_14-21_Agency Reps 14-21