



Management
Analysis
& Development

- **Minnesota Department of
Commerce**

Minnesota River Crossings to New Prague Advisory Task Force Report

Brookings County – Hampton 345 kV Transmission Line Project

PUC Docket No. ET2/TL-08-1474

June 10, 2009

Project team

Georgie Peterson

Division director

Bill Clausen

Contact information

Voice: 651-201-2290

E-mail: manalysis@state.mn.us

Fax: 651-297-1117

Website: www.admin.state.mn.us/mad

Address:

203 Administration Building

50 Sherburne Avenue

St. Paul, Minnesota 55155

Other formats

To obtain these materials in an alternative format, — for example, large print or cassette tape — call voice 651-201-2290 or Minnesota relay, 7-1-1 or 800-627-3529 (voice, TTY, ASCII).

Copies of this report

For more information or copies of this report, contact the Minnesota Department of Commerce.

Management Analysis & Development

Management Analysis & Development is Minnesota government's in-house fee-for-service management consulting group. We are in our 24th year of helping public managers increase their organization's effectiveness and efficiency. We provide quality management consultation services to local, regional, state, and federal government agencies, and public institutions.

Contents

Introduction	1
Methodology	1
Impacts and Issues to Evaluate	2
Identification and Review of Alternative Routes, Route Segments, and Substation Locations	2
Conclusions	6
Appendices	7

Introduction

On December 29, 2008, Great River Energy and Xcel Energy (“Applicants”) submitted a route permit application to the Minnesota Public Utilities Commission (Commission) for a 345 kilovolt (kV) transmission line from Brookings County, South Dakota, to Hampton, Minnesota (“project” or “transmission line project”). The proposed project is approximately 240 miles long and includes the development of four new substations and the expansion of four existing substations. The route permit application identified two proposed routes – the applicant’s preferred route and alternate route (See Appendix A).

On January 29, 2009, the Commission authorized the Department of Commerce, Office of Energy Security (OES) to establish and charge, as appropriate, advisory task forces to assist OES staff in determining the scope of the environmental impact statement (EIS) to be prepared for the proposed project. The OES established two geographically-based advisory task forces for the project, the Lake Marion to Hampton advisory task force (ATF) and the Minnesota River Crossings to New Prague ATF. The Minnesota River Crossings to New Prague ATF was charged with: (1) identifying impacts and issues to be evaluated in the EIS, and (2) identifying alternative transmission line routes and substations locations to be considered in the EIS, between the easterly Minnesota River crossings and the City of New Prague in Le Sueur, Scott, and Sibley counties (See Appendix B).

On March 11, 2009, the OES appointed sixteen persons to the Minnesota River Crossings to New Prague ATF (See Appendix C). Linda Rist, a representative of Henderson Township, was subsequently added to the task force. Sibley County elected not to have a representative on the task force.

Methodology

The Lake Marion to Hampton task force met three times – March 25, April 15, and April 29, 2009. The task force, through a facilitated process, discussed the proposed project and the charge given to the task force. Task force meetings were open to the public and citizens contributed their ideas during a designated comment period at each meeting.

The first task of the ATF was to determine the impacts and issues, within the task force’s geographical bounds, that should be evaluated in the EIS for the project. This task was the focus for the first meeting. Task force members, through small and large group discussions, identified impacts and issues. Additionally, task force members submitted “homework” identifying specific impacts and issues that would be important to consider for the Minnesota River Crossings to New Prague section of the project.

At the second meeting, task force members reviewed and prioritized the impacts and issues identified at the first meeting. Task force members were asked to vote as to which impacts/issues were most important, very important, or important. Following this prioritization, task force members took up the second part of their charge – identifying alternative routes and substation locations.

Task force members broke into small groups and brainstormed and identified alternative routes, route segments, and substation locations. The small groups reported back to the entire task force.

At the third meeting, the task force reviewed the alternatives identified at the second meeting and discussed the pros and cons of each alternative. Clarifications, corrections, variations within a route, and new alternative route segments were discussed. The task force then discussed if there was strong support for one or several route(s) or route segment(s), such that the task force wanted to indicate a preference or recommendation.

The task force's work was captured in meeting notes recorded on flip charts by the meeting facilitator. Meeting notes and supporting materials for all meetings are available on-line: <http://energyfacilities.puc.state.mn.us/resource.html?Id=20038>.

Impacts and Issues

Task force members identified impacts and issues by responding to the following question: "What impacts and issues should be considered in the EIS for evaluation of proposed transmission line routes and substation locations?" The task force identified and prioritized seven distinct impacts and issues to be evaluated in the EIS (See Appendix D).

Top priority impacts and issues to consider were:

- Socioeconomics; impacts on homes, farms, and livelihoods
- Human and animal health and safety – the effects of EMF and stray voltage
- Economics; impacts on tourism and agriculture

Second priority impacts and issues to consider were:

- Comprehensive plans; congruence with existing local / county plans
- Biological resources; impacts on the Minnesota River valley

Third priority impacts and issues to consider were:

- Recreation areas
- Groundwater impacts, especially in the Le Sueur ponds

Identification and Review of Alternative Routes, Route Segments, and Substation Locations

The task force identified ten alternative routes or route segments (some with associated substation re-locations) for consideration in the EIS (See Appendix E). Some alternatives were additions to or variations on the applicant's proposed routes; others were completely new routes. In addition to maps, OES staff provided task force members with tables that attempted to compare the alternatives with applicable sections of the applicant's proposed routes (See Appendix F). The task force reviewed the alternatives and identified pros and cons for each. Pros and cons for each alternative (keyed to map names and colors), as well as task force discussion, are noted here:

NE Alternative 2 (NE Alt2, purple)

Pros

- When the route crosses the road at Belle Plaine it continues on the road and so avoids homes and uses an existing right-of-way (ROW).
- The applicant's proposed routes create "triangles" in the Helena substation area where property owners will be fenced in by power lines. The alternative avoids this effect.

Cons

- Possible impact on dairy farms
- Possible impact on an airfield
- Connects to the northern route (applicant's alternative route)

Questions

- Why is there a need to go north and/or south of Highway 19?
- Are federal guidelines for electrical reliability applicable when the distance between lines is small? What is this distance?
- Why can't they follow the diagonal, already-existing 345 kV line in the Helena substation area?
- The diagonal 345 kV line goes to Iowa; thus, it could connect with more southerly alternatives, e.g., I-90 route.
- Why not follow Highway 3/11 south? Too many homes?

NE Alternative 4 (NE Alt4, yellow)

Pros

- The alternative follows a county road / established right-of-way
- There are homes "in spots" (not a great density of homes)
- The alternative avoids negatives associated with the applicant's proposed alternative route in this area, including impacts to dairy farms, day cares, and wetlands. The applicant's proposed alternative route goes "cross country."

Cons

- There are homes on alternative, but they could be avoided by routing or mitigation (under-grounding).

Questions

- Has the Public Utilities Commission and Department of Commerce given consideration to the use of underground lines? Such lines are being considered in Western Europe. There are higher costs at this time, but under-grounding could mitigate impacts on this alternative.
- There is uncertainty with the data concerning structures. Dots on the map indicate homes, but out-buildings, tanks, and other structures may be overlooked.
- Can the line be routed to jog across roads to avoid homes?

NE Alternative 5 (NE Alt5, green)

Pros

- It follows the existing 345 line

Cons

- None offered

NW Alternative 3 (NW Alt3, red)

Pros

- It impacts two homes far from the road instead of six homes close to the road
- It could be routed on boundary lines
- It does not compound exposure to other existing lines. There is already a 345 kV line and a gas pipeline in this area.

Cons

- That the proposed line is “coming through” at all.

SW Alternative 5 (SW Alt5, brown)

An existing underground line that might be a corridor or otherwise facilitate an alternative route in this area. No pros or cons suggested.

I-29 to I-94 (green)

Pros

- Route follows large, existing rights-of-way.
- The route is less populated (open prairie).

Cons

- Could interfere with waterfowl flyways near Big Stone Lake

US 14 to I-90 (red)

Pros

- Alleviates Minnesota River valley impacts (avoids the valley).
- Relatively close to existing substations
- Crosses diagonal 345 kV line going to Iowa
- Follows a railroad right-of-way

Cons

- How is the route getting from US 14 to I-90? What is the diagonal? A railroad right-of-way? Would it be better to drop down on MN 15 to I-90 at Fairmont?

I-90 to I-35 (yellow)

Pros

- Uses existing right-of-way
- “Just head south to Chicago!”
- Less populated between cities; avoids cities
- Might serve the long-term development of the power grid well; crosses land with high wind energy potential
- The applicant’s proposed substations could be moved south
- Crosses diagonal 345 kV line and could connect with it

Cons

- None offered

I-90 to US 52 (purple)

Pros

- Follows the highway; direct to the Hampton substation area

Cons

- None offered

I-90 to MN 56 (red)

Pros

- Advantages similar to I-90 to I-35 alternative
- Can pick up power at McNeilus wind farms and Dodge Center

Cons

- None offered

Preferences and Recommendations

The task force elected not to review or evaluate the applicant’s preferred and alternative routes. A majority of task force members expressed a preference, in the form of a resolution, for using southern alternative routes that parallel the state’s highway system (See Appendix G).

The task force expressed no preferences or recommendations with respect to route alternatives within the Le Sueur, Sibley, and Scott County area. The task force recommended that all alternatives in this area be carried forward with the pros and cons identified by the task force.

The task force made two specific mitigation recommendations for route alternatives: (1) under-grounding along NE_Alt4 near Heidelberg, and (2) under-grounding along the applicant’s preferred route along County Road 2.

Conclusions

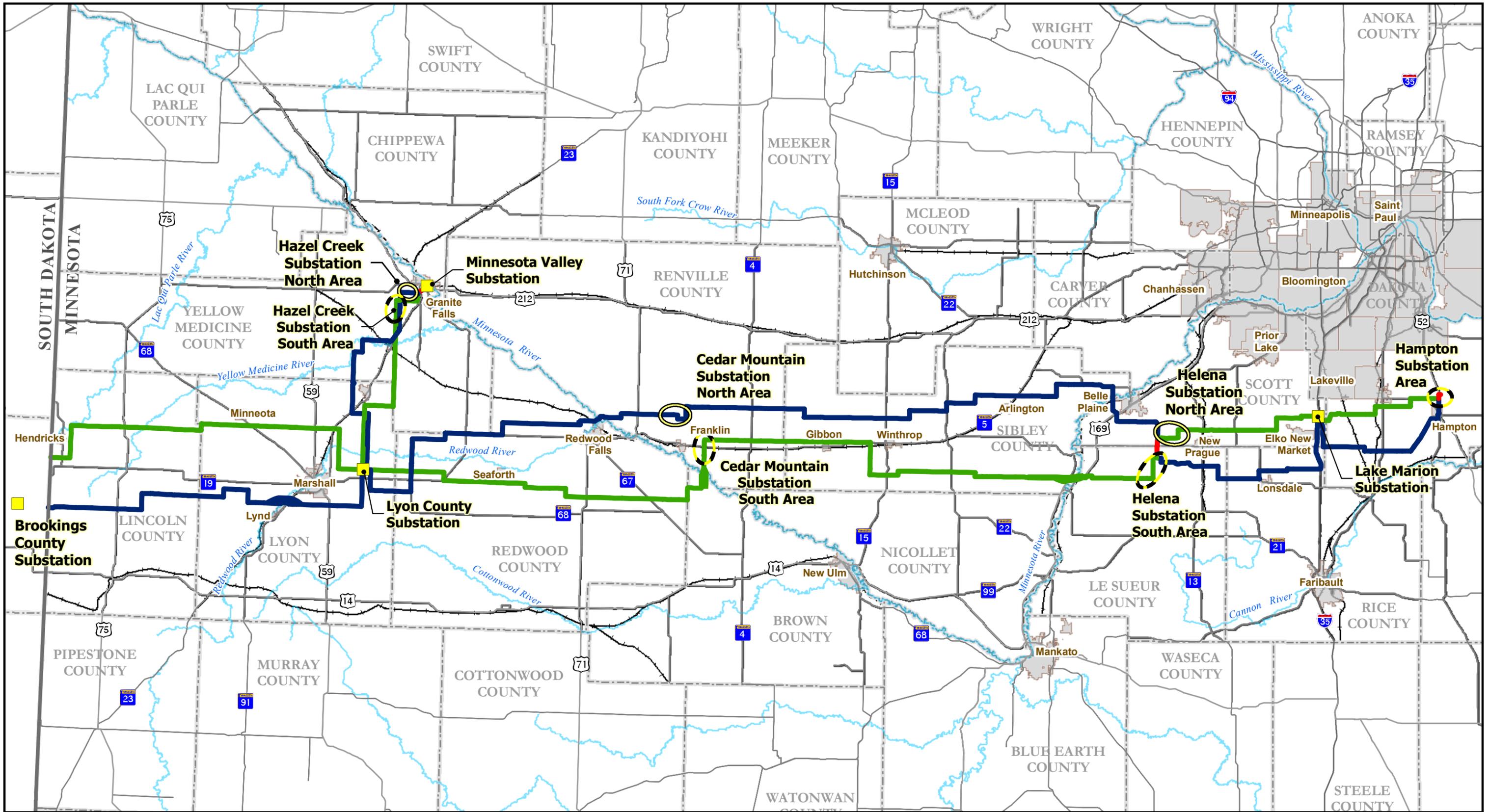
- 1. Use a southern alternative route that parallels the state's highway system.** Task force members proposed, discussed, and voted on a resolution to use routes that avoid the Minnesota River valley and utilize highway rights-of-way.
- 2. Study all of the alternative routes identified by the task force.** A great deal of thought and effort went into the creation of the task force's alternative routes and route segments. Though many task force members recommended southern alternative routes, this recommendation is not meant to preclude consideration of all alternatives generated by the task force. Thus, the task force recommends that all alternatives be carried forward in the EIS process with the pros and cons identified by the task force.
- 3. Consider placing some sections or all of the line underground.** Task force members discussed and recommended the use of underground lines to mitigate impacts related to specific route alternatives, including under-grounding the entire length of the line.

Appendices

- A – Project Overview Map
- B – Advisory Task Force Charge
- C – Notice of Appointment
- D – Impacts and Issues to be Evaluated in the EIS
- E – Maps of Alternatives
- F – Impact Tables for Alternatives
- G – Task Force Resolution

Appendix A

Applicant's Proposed Routes Project Overview Map



	Routes Preferred Alternate Both Preferred & Alternate	Project Substations Preferred Substation Area Alternate Substation Area	Project Overview Map Brookings County - Hampton 345 kV Transmission Line
--	---	---	---

Appendix B

Advisory Task Force Charge



**In the Matter of the Route Permit Application
for a 345 kV Transmission Line from
Brookings County, South Dakota, to
Hampton, Minnesota.**

**MINNESOTA RIVER CROSSINGS TO
NEW PRAGUE
ADVISORY TASK FORCE
DECISION AND CHARGE
PUC Docket ET2/TL-08-1474**

The above-entitled matter came before the Director of the Department of Commerce Office of Energy Security (OES) for a decision on the appointment of an advisory task force (ATF) to advise the Public Utilities Commission (Commission) on the application by Great River Energy and Xcel Energy for a route permit for the Brookings County – Hampton 345 kV transmission line project.

WHEREAS, the applicants submitted an application for a route permit for the Brookings County – Hampton 345 kV transmission line project on December 29, 2008; and

WHEREAS, Minn. Stat. 216E.08 provides for the establishment of an ATF to assist the Commission in carrying out its duties. Under the statute, the Commission shall provide guidance to the ATF in the form of a charge; and

WHEREAS, Minn. Stat. 216E.08 establishes that an ATF be comprised of at least one representative from each of the following: Regional development commissions, counties and municipal corporations, and one town board member from each county in which a route is proposed to be located. This rule further stipulates that no officer, agent, or employee of the applicant shall serve on the advisory task force; and

WHEREAS, on January 29, 2009, the Commission authorized the OES to establish an ATF(s) and develop a structure and charge for the ATF(s); and

THEREFORE, having reviewed this information, the OES makes the following determination with regard to the need for and charge to an ATF relating to this matter.

Minnesota River Crossings to New Prague Advisory Task Force Authorization

As authorized by the Commission, the OES establishes an ATF to assist in identifying impacts and route alternatives to be evaluated in the environmental impact statement (EIS) prepared by OES Energy Facilities Permitting (EFP) staff for the proposed Brookings County – Hampton transmission line project. The Minnesota River Crossings to New Prague ATF members will be solicited, as required by Minn. Stat. 216E.08, Subpart 1, from the following governmental units:

- Metropolitan Council
- Region Nine Development Council
- Le Sueur County
- Scott County
- Sibley County
- City of Belle Plaine
- City of Henderson
- City of Heidelberg
- City of Le Sueur
- City of New Prague
- Belle Plaine Township
- Blakeley Township
- Derrynane Township
- Faxon Township
- Helena Township
- Henderson Township
- Jessenland Township
- Lanesburg Township
- Tyrone Township
- Washington Lake Township

In addition, the ATF will include:

- Five private citizens, who live, work, or own property on or near the proposed project

The ATF will comprise no more than 20 members.

The OES charges the advisory task force as follows:

1. ATF members will assist the OES in identifying impacts and issues in the area of concern that should be evaluated in the EIS.
2. ATF members will assist the OES in identifying alternative transmission line routes or substation locations in Le Sueur, Scott, and Sibley counties that may maximize positive impacts and minimize or avoid negative impacts of the project in the area of concern.

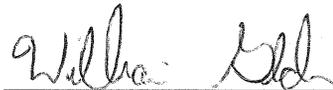
ATF members are expected to participate with OES staff in up to three meetings and to assist staff with the development of a summary of the task force's work including their preferences or recommendations, if any. Meetings will be facilitated by OES staff or a facilitator engaged by OES staff.

The Minnesota River Crossings to New Prague ATF will expire upon issuance of the EIS scoping decision.

OES EFP staff is directed to appoint, as appropriate, members of the ATF and to begin work on the above-noted charge.

Signed this 6th day of March, 2009

STATE OF MINNESOTA
DEPARTMENT OF COMMERCE
OFFICE OF ENERGY SECURITY



William Glahn, Director

Appendix C

Notice of Appointment



STATE OF MINNESOTA Office of Energy Security



Issued: March 11, 2009

NOTICE OF THE APPOINTMENT OF THE MINNESOTA RIVER CROSSINGS TO NEW PRAGUE ADVISORY TASK FORCE FOR THE BROOKINGS COUNTY - HAMPTON TRANSMISSION LINE PROJECT

PUC Docket Number: ET2/TL-08-1474

PLEASE TAKE NOTICE that the Minnesota Department of Commerce, Office of Energy Security (OES) has appointed the following individuals to serve as members of the Minnesota River Crossings to New Prague advisory task force (ATF) for the proposed Brookings County - Hampton transmission line project. Additional or replacement appointments may be made.

Minnesota River Crossings to New Prague Advisory Task Force

Name	Affiliation
Kathy Brockway	Le Sueur County
Joe Wagner	Scott County
To Be Named	Sibley County
Keith Swenson	City of Henderson
Darvin Wicks	City of Le Sueur
Kenneth Ondich	City of New Prague
Kevin Slack	Belle Plaine Township
Brian Schmidt	Blakeley Township
Terry Maas	Helena Township
Maynard Rucks	Jessenland Township
Joe Lambrecht	Lanesburg Township
Howard Holicky	Tyrone Township
Dolores Hagen	Private Citizen
Theresa Ruhland	Private Citizen
Dave Minar	Private Citizen
Jodi Prchal	Private Citizen
Kelly Logue	Private Citizen

The ATF will assist in identifying impacts and route alternatives to be evaluated in the environmental impact statement (EIS) prepared by OES Energy Facilities Permitting staff for the proposed project.

Information about the proposed project can be found on the Minnesota Public Utilities Commission's website: <http://energyfacilities.puc.state.mn.us/Docket.html?Id=19860>. Questions about the ATF should be directed to Ray Kirsch (651-296-7588, raymond.kirsch@state.mn.us) or Scott Ek (651-296-8813, scott.ek@state.mn.us), Department of Commerce, 85 7th Place East, Suite 500, St. Paul, MN 55101.

Appendix D

Impacts and Issues to be Evaluated in the EIS

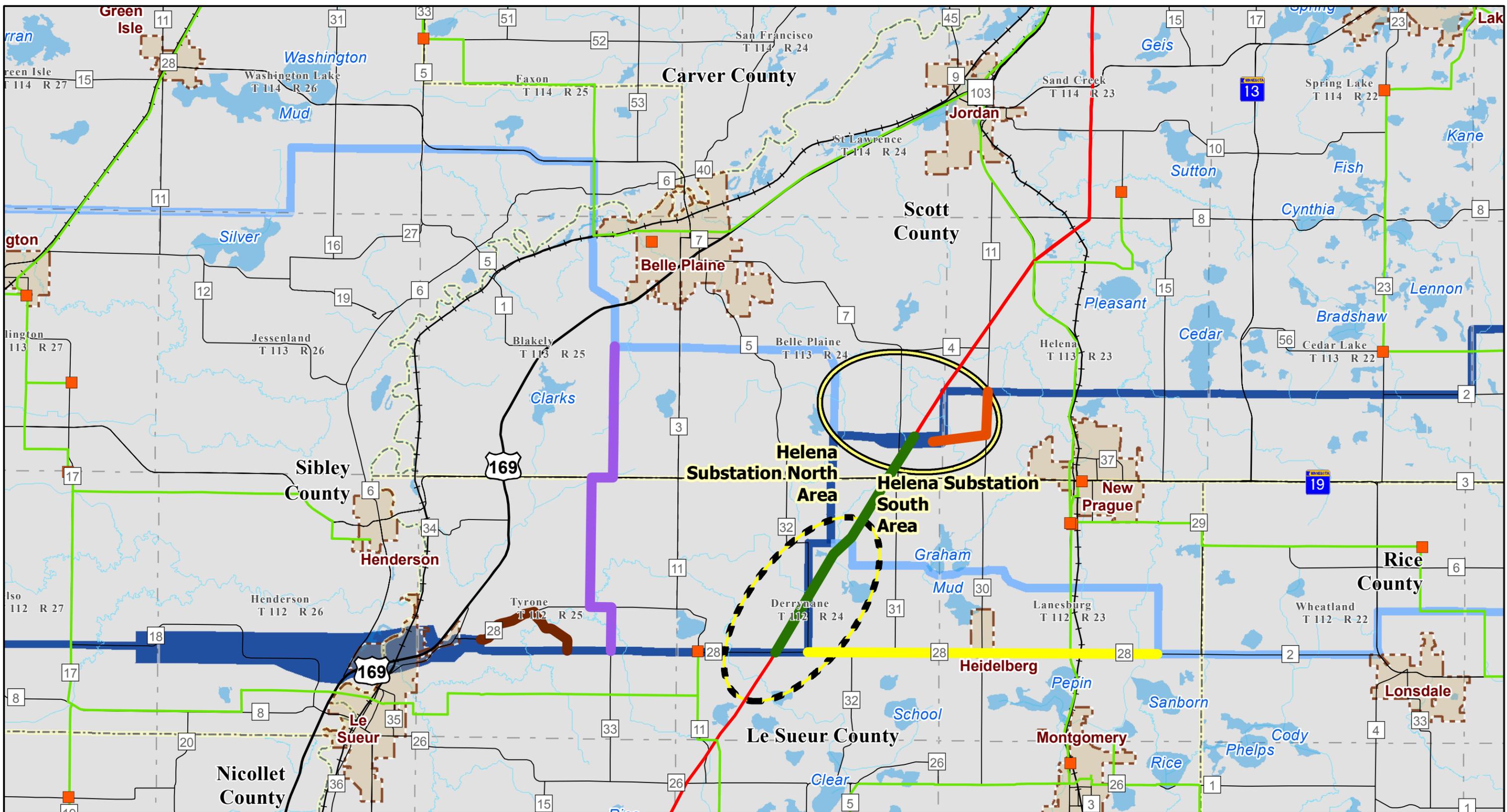
Identification of Impacts and Issues

What impacts and issues need to be considered in the EIS for evaluation of proposed transmission line routes and substation locations?

Economic Impact	Ground Water	Biological Resources	Recreation Areas	Comprehensive Plans	EMF/Human Health and Safety (Stray Voltage)	Socioeconomics
1 st Priority Most Important	Important	2 nd Priority Very Important	Important	2 nd Priority Very Important	1 st Priority Most Important	1 st Priority Most Important
<ul style="list-style-type: none"> * Tourism- The aesthetic impact of the line on our scenic areas and public concerns about safety * Organic farming- the issue of possible organic certification loss (livelihood) and the loss of an educational resource for the community 	<ul style="list-style-type: none"> * The condition of Le Sueur sewer pond's puddling clay 	<ul style="list-style-type: none"> * River valley eco-system-changes may occur that impact the entire system (ongoing) * Environmental issues as they relate to the Le Sueur Crossing * Waterfowl migration – concern about birds flying into lines * Wetlands- The relationship to the larger watershed district * Youth education at this site is a part of environmental awareness for children. The line would run on the edge of the lake now used with young people. * Impact on parks and recreation areas unknown. 	<ul style="list-style-type: none"> * Avoid parks and recreation areas (safety and aesthetics) 	<ul style="list-style-type: none"> * The impacts of transportation and growth on existing plans at the county, city and township level * Willingness to share the City of Le Sueur transmission line right-of-way * Use existing right-of-way * Do not go thru fields and yards in Lanesburg Township * Use existing 345 line to go north near Union Hill * Avoid municipal growth boundaries * Avoid conflicts with county long-term transportation plans (future right-of-way needs) * Consider peripheral impacts of all kinds 	<ul style="list-style-type: none"> * Effect of stray voltage on human & livestock health * Animal health: effect on reproduction and fertility of cattle * Avoid organic farms (human and animal safety) * Hazard to apiary (human and animal safety) * Consider health effects of people with pacemakers * Electromagnetic field causes leukemia and other cancers * 2 ½ miles of power line underground in Tyrone Township * Fireworks issue (fire hazard) * Electric fence hazards: farm equipment running near lines (shocks and fueling issues) 	<ul style="list-style-type: none"> * Avoid populated areas * Many homes close to primary route in Tyrone and Henderson Townships * Decreased property values link to the line site * Infringement on people's livelihood (daycare and farm) * Avoid cutting through "Century Farms" * Maintain agricultural regions—this impacts "Century Farms" * Decreased property values for homes and farms

Appendix E

Maps of Alternatives



Alternate Routes Identified

- NE_Alt2
- NE_Alt4
- NE_Alt5
- NW_Alt3
- SW_Alt5

Existing Transmission Lines

- 69 kV
- 115 kV
- 230 kV
- 345 kV
- Existing Substations

Project Substations

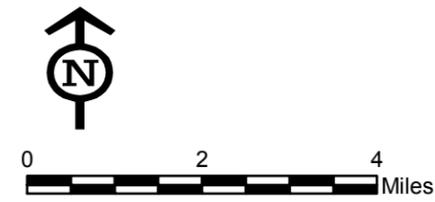
- Preferred Substation Area
- Alternate Substation Area

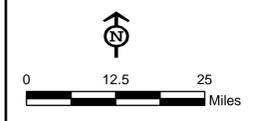
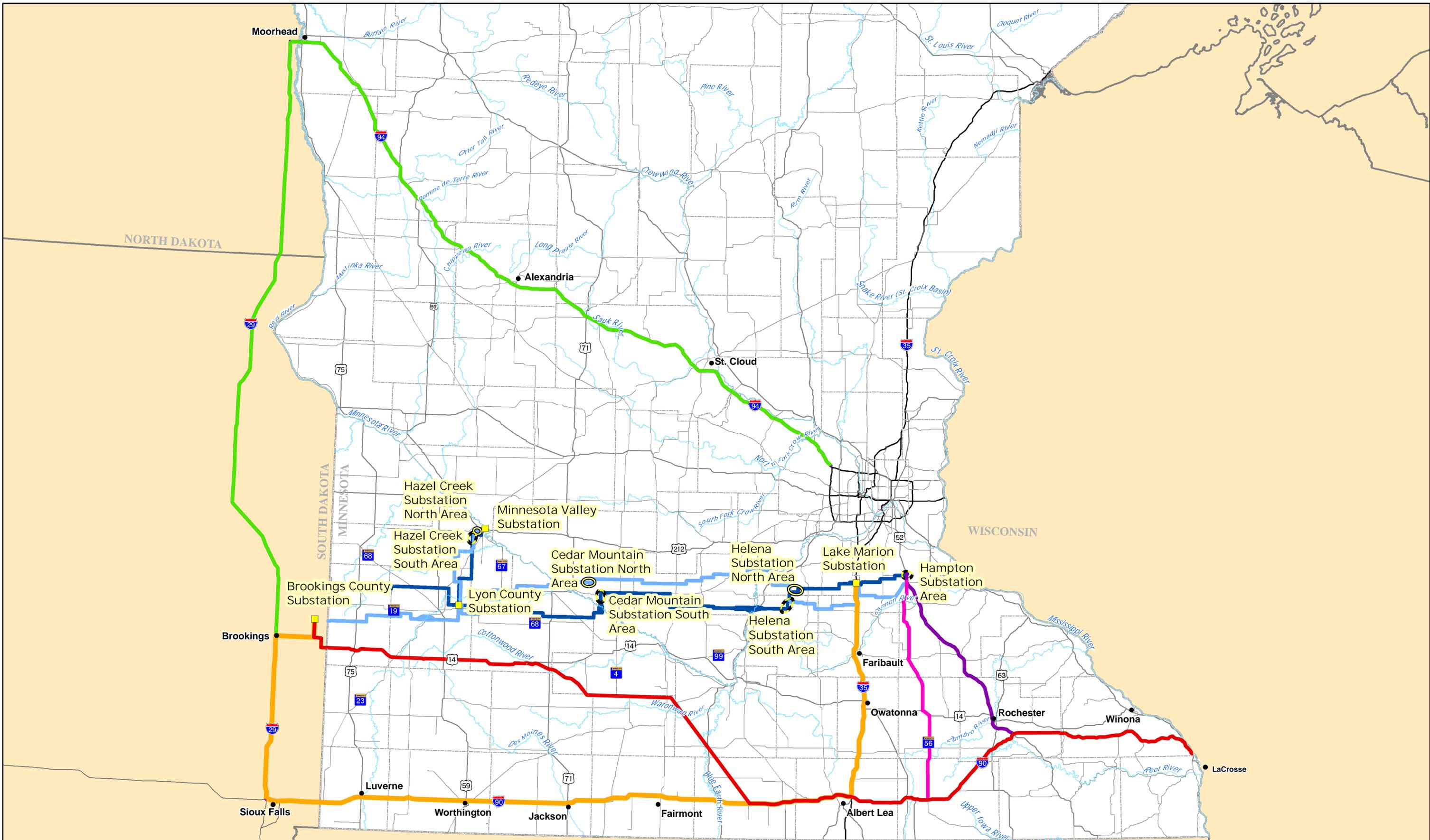
Applicant's Proposed Route Alternatives

- Preferred Route
- Alternate Route

Alternative Routes Identified

**Minnesota River Crossing to New Prague
Advisory Task Force**





Legend	
■ Project Substations	— Suggested Alternate Route I-90 to I-35
■ Preferred Substation Area	— I-29 to I-94
■ Alternate Substation Area	— US-14 to I-90
	— I-90 to US-52
	— I-90 to MN-56
	— Applicant's Proposed Route Alternatives Preferred Route
	— Alternate Route

Suggested Alternate Routes
Advisory Task Force Meeting

Appendix F

Impact Tables for Alternatives

	Task Force	Minnesota River Crossing to New Prague								
	Suggested Alternate Route*	NE_Alt2	Prefered Route Section	Alternate Route Section	NE_Alt4	Preferred & Alternate Route Section	NE_Alt5	Prefered Route Section	NW_Alt3	Prefered Route Section
	Length (mi)	8.0	7.5	9.4	8.0	12.9	5.9	8.1	2.2	2.2
	Acres	961	913	1131	973	1550	716	977	270	266
	Corridor ROW Sharing (mi)	6.7	7.5	8.0	8.0	10.3	5.9	8.0	1.0	2.2
	Percent of Corridor is ROW Sharing	83.8%	99.3%	85.5%	100.0%	79.7%	100.0%	98.3%	45.5%	100.0%
Homes	Number of Homes in Route	19	11	20	53	31	6	17	2	6
	Number of Homes per Mile	2.4	1.5	2.1	6.6	2.4	1.0	2.1	0.9	2.7
Soils	Prime Farmland (acres)	520	284	468	325	582	234	378	114	127
	Percent of Prime Farmland	54.1%	31.2%	41.4%	33.4%	37.5%	32.7%	39.1%	42.2%	47.9%
Crop and Grassland (GAP)	Crop Land (acres)	881	809	1008	879	1318	614	859	236	236
	Percent of Area Crop Land	91.7%	88.6%	89.1%	90.3%	85.0%	85.8%	88.8%	87.4%	88.8%
	Grassland (acres)	67	77	78	69	191	91	87	29	28
	Percent of Area Grassland	7.0%	8.5%	6.9%	7.1%	12.3%	12.7%	9.0%	10.7%	10.5%
Wetlands	Total Wetland (acres)	23	108	77	29	306	160	108	72	24
	Percent of Area Wetland	2.4%	11.8%	6.8%	3.0%	19.7%	22.3%	11.2%	26.7%	8.9%
Environmental	Number of PWI crossed	0	0	0	0	1	0	0	0	0
	Number of Biodiversity (MCBS) Sites (all levels)	0	0	0	0	0	0	0	0	0
	Number of Biodiversity (MCBS) Sites (acres)	0	0	0	0	0	0	0	0	0

* Route is 1000 foot corridor

Preferred Route	Alternate Route	I-29 to I-94	US-14 to I-90	I-90 to I-35	I-90 to US52	I-90 to MN-56
237 mile	262 mile	419 mile	305 mile	306 mile	360 mile	331 mile

	Task Force		
	Suggested Alternate Route*	SW_Alt5	Preferred Route Section
	Length (mi)	2.7	2.2
	Acres	331	270
	Corridor ROW Sharing (mi)	2.7	2.2
	Percent of Corridor is ROW Sharing	100.0%	100.0%
Homes	Number of Homes in Route	8	4
	Number of Homes per Mile	3.0	1.8
Soils	Prime Farmland (acres)	131	100
	Percent of Prime Farmland	39.6%	37.0%
Crop and Grassland (GAP)	Crop Land (acres)	284	245
	Percent of Area Crop Land	85.8%	90.9%
	Grassland (acres)	18	15
	Percent of Area Grassland	5.4%	5.5%
Wetlands	Total Wetland (acres)	4	0
	Percent of Area Wetland	1.3%	0.1%
Environmental	Number of PWI crossed	0	0
	Number of Biodiversity (MCBS) Sites (all levels)	0	1
	Number of Biodiversity (MCBS) Sites (acres)	0	1.6

* Route is 1000 foot corridor

Appendix G

Task Force Resolution

Minnesota River Crossing to New Prague Advisory Task Force Resolution

We, members of the Minnesota River Crossing to New Prague Advisory Task Force recognizes the environmental sensitivity of the Minnesota River, and the impact of the preferred and alternative routes as they impact the Minnesota River Valley hereby resolve:

The body of evidence demonstrates that irreversible damage can and will be caused by construction, installation and/or maintenance of a high voltage double circuit 345 kV Transmission power line to the Minnesota River Valley General Landscape Context if using the preferred or alternate routes crossing of the Minnesota River, therefore recommend the following:

#1 WHEREAS the Impacts and Mitigation suggestions in section 6.2.8.7 of 6.3.3.1 by the applicants do not acknowledge any for the recreational resources held by private concerns such as the Le Sueur/Henderson Recovery Zone, Henderson Feathers or Scenic Byway and as stated “No impacts to area tourism are anticipated due to the presence of the transmission line, and no mitigation is necessary.” is a blatantly false statement therefore the Minnesota River Crossing to New Prague Advisory Task Force, in order to correct this false statement, rejects the preferred and/or alternate routes and recommends use of the Southern Suggested Alternate Route as provided by the Task Force.

#2 WHEREAS the damage to Biological Resources, viewed as the most collectively important impact, by the task force members, cannot be mitigated by any way other than to remove potential for that impact, recommends removal of the preferred and alternative routes from consideration and adoption of the Southern Suggested Alternate Route as provided by the Task Force.

#3 WHEREAS the Socio-economic, EMF/Health and Safety, and Economic Impact issues were considered the three most important Top Considered Issues of potential damage by the proposed preferred and alternate routings, therefore, suggest routing to the Southern Suggested Alternate Route as provided by the Task Force be used.

#4 WHEREAS bureaucratic doubletalk dances around the health and safety issues such as statements within the Minnesota Department of Health, 2002 report: “ Most researchers concluded that there is insufficient evidence to prove an association between EMF and health effects; however, many of them also concluded that there is insufficient evidence to prove that EMF exposure is safe.” The Minnesota River Crossings to New Prague Advisory Task Force resolves rejection of the Le Sueur and or Belle Plaine

Crossings of the Minnesota River and recommends the Southern Suggested Alternate Route provided by the Task Force.

NOW THEREFORE BE IT RESOLVED, that the Minnesota River Crossings to New Prague Advisory Task Force hereby requests these options be considered and use of the Southern Suggested Alternate Route as provided by the Task Force (known on the task force map as the I 90 route) as it is a more direct route with less impact to the residents and ecology of the Minnesota River Valley.

Signed the 30th Day of April 2009 by members of the Minnesota River Crossings to New Prague Advisory Task Force:

Alternate Route - to be run
Under Grants.

Robert Hagan

Joan Prohal

Ken Olin for New Prague City Council
regarding route suggestion only.

Alan Johnson

Tony Mason

Keith Sauer

David Miller

Joseph Wagner

Theresa Ruhlman

Linda Rist - Henderson twp.

Howard P. Halibey - Depue twp

Brian Schmitt -
Brakeley twp.

Kevin ~~Scott~~
Belle Plaine Twp

Kathy Brockway -
route selection only.