

3. Adopt PUC EIP's exceptions to the following ALJ Report findings:
 - A. Finding 301
 - B. Finding 362
 - C. Finding 457
 - D. Finding 511.

Environmental Impact Statement

4. Determine that the Final EIS is adequate, in that it: (i) addresses the issues and alternatives raised in scoping; (ii) provides responses to substantive comments received on the Draft EIS, and (iii) was prepared in compliance with Minn. R. chapter 7850.

Certificate of Need

6. Grant a certificate of need for the MMRT Project. (DOC DER, The Joint Commenters, Xcel Energy)
And

Tuma Modified-Applicant modified 7. Condition the certificate of need determination on requirements that Xcel Energy:

- A. File a final cost estimate for the Project or cap amount within ~~60~~ ____ days of the Commission's Order determining the route, and separately identify estimated costs associated with the Tree Replacement Plan, by segment (DOC DER, Xcel Energy).
- B. Wait until the first scheduled rate case after the Project is placed in service to request to recover any cost overruns from Minnesota ratepayers. (DOC DER, Xcel Energy)
- C. Fully justify the reasonableness of recovering any cost overruns of the Project from Minnesota ratepayers. Xcel Energy must justify any costs (including operations-and- management expense, ongoing capital expense - including revenue requirements related to capital included in rate base - insurance expense, land-lease expense, and property/production tax expense) that are higher than forecasted in this proceeding. Xcel Energy bears the burden of proof in any future regulatory proceeding related to the recovery of costs above those forecasted in this proceeding. (DOC DER, Xcel Energy)

Route Permit

9. Grant a route Permit for the MMRT Project and designate the following route **unless the route is modified pursuant to Tuma Modified 9A or 9B:** (ALJ, PUC Staff)
 - A. Segment 1 North with Route Segment 18 and Alternative Alignment 2 [referred to in the FEIS as Route Option B]

- B. Segment 2 North, Connector Segment 2G, and Segment 2 South [referred to in the FEIS as Route Option B]
- C. Segment 3 (as proposed)
- D. Route Segment 12 (also known as the CapX Co-Locate Option) for Segment 4 [referred to in the FEIS as Route Option D]; and
- E. associated facilities.

Tuma Modified 9A:

Segment 1 North with Route Segment 18 and Alternative Alignment 2 [referred to in the FEIS as Route Option B]; modified as follows:

i. Blue Earth County Highway 27 Alternative, Segment 1, Map 13-4

As it relates to the Permittee’s preferred route in Le Ray and Jamestown townships of Blue Earth County along Blue Earth County Highway 27 between the Sakatah Singing Hills State Trail and Blue Earth County Highway 26 the Commission concludes that this segment may be permitted under the state routing criteria. However, due to the sensitive nature of the impacts to residences along Blue Earth County Highway 27, a designated State Trail, prime farmland, forested land and designated natural areas along with the public comments received, the Commission will require the Permittee to explore possible modifications to the preferred route in this segment. This route modification exploration shall be done pursuant to Permit Special Condition 6.6 and be filed as soon as practical.

Required Consultation: The Permittee shall consult with Le Ray and Jamestown townships and impacted landowners regarding a different route alignment. At a minimum they must explore and compare the following route alternatives:

1. The Preferred Route;
2. Alternative Route West; and
3. Alternative Route East.

See map attached hereto as “Blue Earth County Highway 27 Alternative.” (ATTACHMENT 1) The Permittee may explore other alternatives in this area based upon the required consultations. Permittees shall consult with affected landowners on potential route alternatives and shall provide affected landowners with impact comparisons for these route alternatives. Landowners shall be given the opportunity to provide written statements to the Permittee that will be provided to the Commission as part of a route permit amendment filing under Section 10 for finalizing the route in this segment.

Supplementation of the Record. The record shall be supplemented with comparison elements as found in the FEIS Table 6-26 “Human and Environmental Impacts in Segment 2 West Faribault to North Rochester Study Area”.

The record shall also be supplemented with a cost comparison. The cost comparison should provide an analysis of a single circuit 345kV for the two alternatives where they would commence co-locating North of County Road 26 and co-locating on the same structure the existing 69kV line for the entire segment.

ii. Tetonka Lake Expanded Route Width, Segment 1, Map 13-9

The proposed route width is expanded by an additional 500 feet to the north and west of the proposed route width between 193rd Ave and Tetonka Lake Road in LeSueur County (as shown on map attached hereto as “Tetonka Lake Route Width Expansion” [ATTACHMENT 2]) to provide flexibility to work with the impacted landowners to find a possible alignment that places the structures further from Tetonka Lake and impacted residences.

Tuma Modified 9B.

Segment 2 North, Connector Segment 2G, and Segment 2 South (referred to in the FEIS as Route Option B], modified as follows:

Walcot Township Connector, Segment 2, Maps 26-1 and 26-2

As it relates to the Permittee’s preferred route in Walcot Township of Rice County between the West Faribault Substation and Dahle Avenue, the Commission concludes that this segment may be permitted under the state routing criteria. However, due to the sensitive nature of the impacts to residences, State designated wildlife management areas, prime farmland, future development for the City of Faribault, impacts to the Divine Mercy Catholic Church and the residential areas surrounding the church, the crossing of the Straight River, the Straight River Golf Course, wetlands and forest lands along with the public comments received, the Commission will require the Permittee to explore possible modifications to the preferred route in this segment. This route modification exploration shall be conducted pursuant to Permit Special Condition 6.6 as soon as practical.

Required Consultation. The a Permittee shall consult with Walcot Township, the City of Faribault and impacted landowners regarding a different route alignment. At a minimum they must explore and compare the following route alternatives:

1. The Preferred Route;
2. Segment 2 South using Alternative Route East to connect with the preferred route West of Dahle Ave; and
3. Segment 2 South using Alternative Route West that follows the existing railroad right-of-way and then connects with the preferred route West of Dahle Ave. See map attached hereto as “Walcot Township Connector.” (ATTACHMENT 3)

The Permittee may explore other alternatives in this area based upon the required consultations. Permittees shall consult with affected landowners on potential route alternatives and shall provide affected landowners with impact comparisons for these route alternatives. Landowners shall be given the opportunity to provide written statements to the Permittee that will be provided to the Commission as part of a route permit amendment filing under Section 10 for finalizing the route in this segment.

Supplementation of the Record. The record shall be supplemented with comparison elements as found in the FEIS Table 6-26 “Human and Environmental Impacts in Segment 2 West Faribault to North Rochester Study Area”. Any comparison shall make sure to include the residences at 23441 Cates Ave - Parcel ID 15.16.1.50.002 and 22891 Cates Ave – Parcel ID 15.09.4.50.001 which were not noted on the FEIS maps. A cost comparison should also be included. The cost comparison for Segment 2 South between Interstate 35 and Cabot Ave shall include:

1. Co-location on the same structure with the existing line in the existing line’s right-of-way;
2. A single circuit for the new 345kV that would cross over to parallel the existing line along the south side of the existing right-of-way; and
3. A single circuit for the new 345kV located in the right-of-way for the existing line and having the existing line be rebuilt along right-of-way just south of the present right-of-way.

And

10. Authorize a route width of 1,000 feet (500 feet to either side of the proposed centerlines), with wider areas as identified in Table 3-6 of the FEIS.

11. For the 345 kV portion of the Project authorize a 150-foot-wide ROW. For the 161 kV portion of the Project authorize an up to 100-foot-wide ROW.

12. Adopt the permit conditions shown the sample route permit and the six special permit conditions as recommended in the ALJ Report.

Tuma New 12.A. Subject to supplementation of the record as set forth in Tuma Modified 9A and 9B, the Commission finds that the two possible modifications to the alignment described below would not present any new significant environmental or human impacts of the project (and are intended to reduce such impacts), and that all impacts of these possible alignment modifications have been adequately studied in the Final Environmental Impact Study.

The Commission therefore adopts the following new Special Condition 6.6:

Possible Alignment Modification. The Permittee is authorized to explore and propose to the Commission possible route alignment modifications to the preferred route in the following two discrete segments, as shown on the attached maps (ATTACHMENTS 1 and 3):

- a. along Blue Earth County Highway 27 between the Sakatah Singing Hills State Trail and Blue Earth County Highway 26; and
- b. in Walcot Township of Rice County between the West Faribault Substation and Dahle Avenue.

As soon as practical after the required consultations the permittee may file together or separately a request to finalize the alignment in these segments. The permittee shall provide notice of its request to affected landowners and impacted local units of government as described in Minn. Stat. § 216I.09. The Commission may proceed through notice and comment and hold a hearing on the final alignment, unless the Permittee demonstrates landowner consensus with a preferred modification, and in the absence of dispute or objection, the commission may make findings regarding the adequacy of the record to support a finding of no significant human and environmental impacts and approve the request via the consent calendar process.

Tuma NEW 12B - Modify Permit Section 5.3.16 as follows:

5.3.16 Avian Protection

The Permittee in cooperation with the DNR shall identify areas of the transmission line where bird flight diverters will be incorporated into the transmission line design to prevent large avian collisions attributed to visibility issues. Standard transmission

design shall incorporate adequate spacing of conductors and grounding devices in accordance with Avian Power Line Interaction Committee standards to eliminate the risk of electrocution to raptors with larger wingspans that may simultaneously come in contact with a conductor and grounding devices. In pre- construction planning the Permittee shall work with DNR to identify existing raptor nests on structures that will be impacted or removed, and on strategies to mitigate impacts on nesting raptors. The Permittee shall submit documentation of its avian protection coordination with the plan and profile pursuant to Section 9.2.

Applicant 12C - Modify Permit Section 5.3.9 – Wetlands and Water Resource removing the following text:

The Permittee shall assemble power pole structures on upland areas before they are brought to the site for installation.

Tuma Modified Applicant 12D - Modify Permit Section 6.5 Tree Replacement Plan as follows:

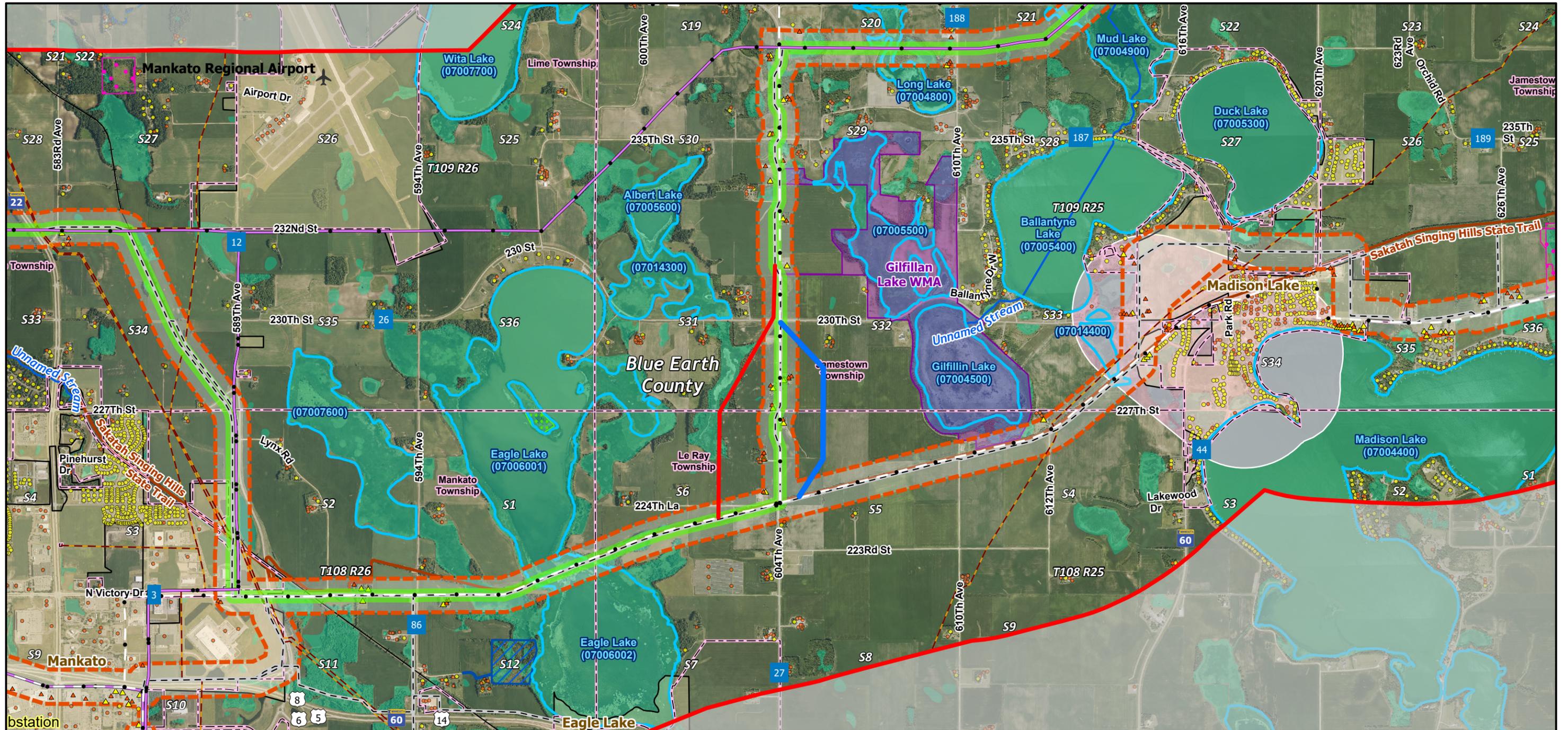
The Permittee in coordination with impacted landowners, the DNR and the affected counties shall develop a plan to replace any trees that are removed for construction of the project by planting new seedling or sapling trees first on impacted landowner property or if that's not practical in the affected counties near the project area, and file the plan with the Commission at least 14 days before the pre-construction meeting. At least ~~90~~ 14 days prior to the preconstruction meeting, ~~and after consultation with landowners, the DNR, and the affected counties,~~ the Applicant shall make a tree replacement plan compliance filing including an estimate of costs for that construction segment. For Xcel Energy's share of any prudent and reasonable costs associated with any tree replanting requirement may be recoverable under its Renewable Resources Transmission Cost Recovery Rider.

Applicant 12E - Make the minor corrections to the draft route permit as recommended by the applicant in attachment A of their January 30, 2026 letter.

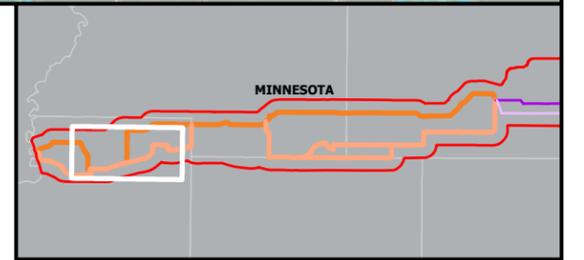
Location	Proposed Redline of Current Text	Clean Version
Page 1	[Permittee] is authorized by this route permit to construct and operate the Mankato to Mississippi River 345 kV Transmission project of new 345 kV transmission line from the Wilmarth Substation in Mankato, to a point near the West Faribault Substation, to the existing North Rocker Rochester Substations, to the Mississippi River near Kellogg....	[Permittee] is authorized by this route permit to construct and operate the Mankato to Mississippi River 345 kV Transmission project of new 345 kV transmission line from the Wilmarth Substation in Mankato, to a point near the West Faribault Substation, to the existing North Rochester Substations, to the Mississippi River near Kellogg....
Section 2.1	Double circuit structures will be used in portions of the project that are planned to have 345 kV transmission line with co-located underbuild of existing 69 kV or 115 kV transmission lines.	Double circuit structures will be used in portions of the project that are planned to have 345 kV transmission line with co-located underbuild of existing 69 kV or 115 kV transmission lines.
Section 2.2, Table	Conductor for 345 with 69 kV Underbuild: Double bundled 2x636 kcmil26/7 Twisted Pair ACSR “Grosbeak” and a single 2x336 kcmil 26/7 Twisted pair ACSR “Linnet”	Conductor for 345 with 69 kV Underbuild: Double bundled 2x636 kcmil26/7 Twisted Pair ACSR “Grosbeak” and a single 2x336 kcmil 26/7 Twisted pair ACSR “Linnet”
Section 2.2, Table	345-115 kV Double-Circuit with 115 kV Underbuild	345 with 115 kV Underbuild

14. Delegate authority to the Executive Secretary to modify the route permit and ALJ Report to correct typographic and formatting errors, to reflect recent changes in energy infrastructure permitting legislation as applicable, and to ensure consistency with the Commission’s order.

DETAILED MAP: SEGMENT 1

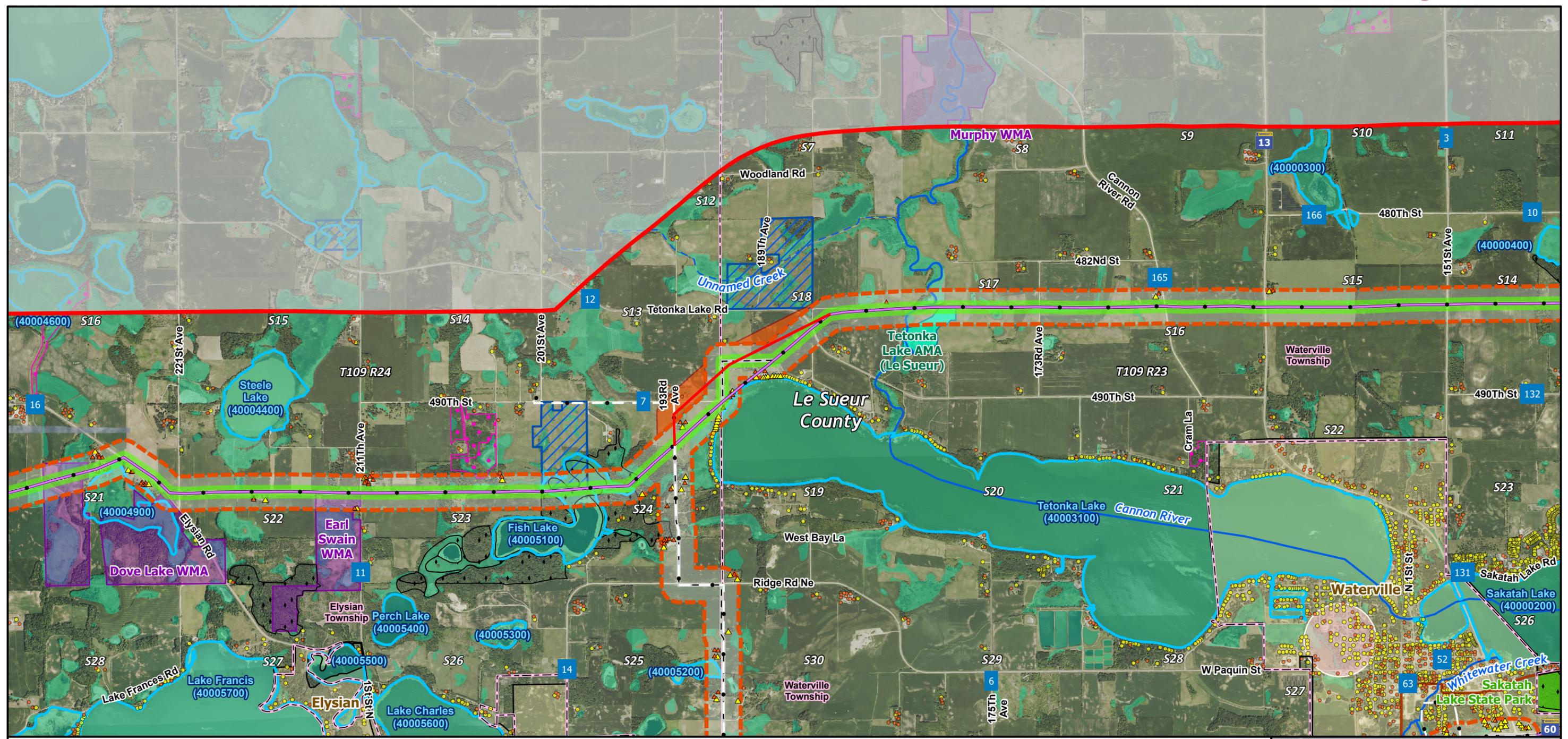


LEGEND	
Project Study Area Boundary	Private Airport
Proposed Route	Public Airport
Proposed Right-of-Way	Existing Substation
Substation Expansion Area	Railroad
Project Substation	State Trail
Junction	Pipeline in Study Area (NPMS)
Existing Transmission Line	69 kV
115 kV	Township Boundary
City Boundary	Wellhead Protection Area
Public Water Watercourse	Public Water Basin
Undelineated National Wetland Inventory	Waterfowl Production Area
Wildlife Management Area	BWSR RIM Conservation Easement
Residence	State Forest
Not a residence	Other Routes
Residence	345kV Xcel Energy Preferred Route
Not a residence	East Alternative
West Alternative	



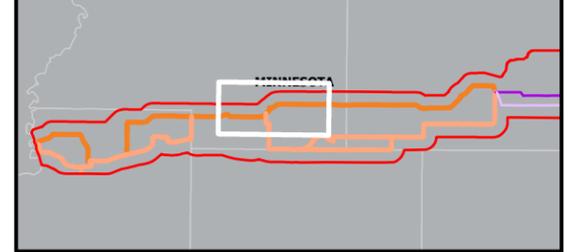


DETAILED MAP: SEGMENT 1



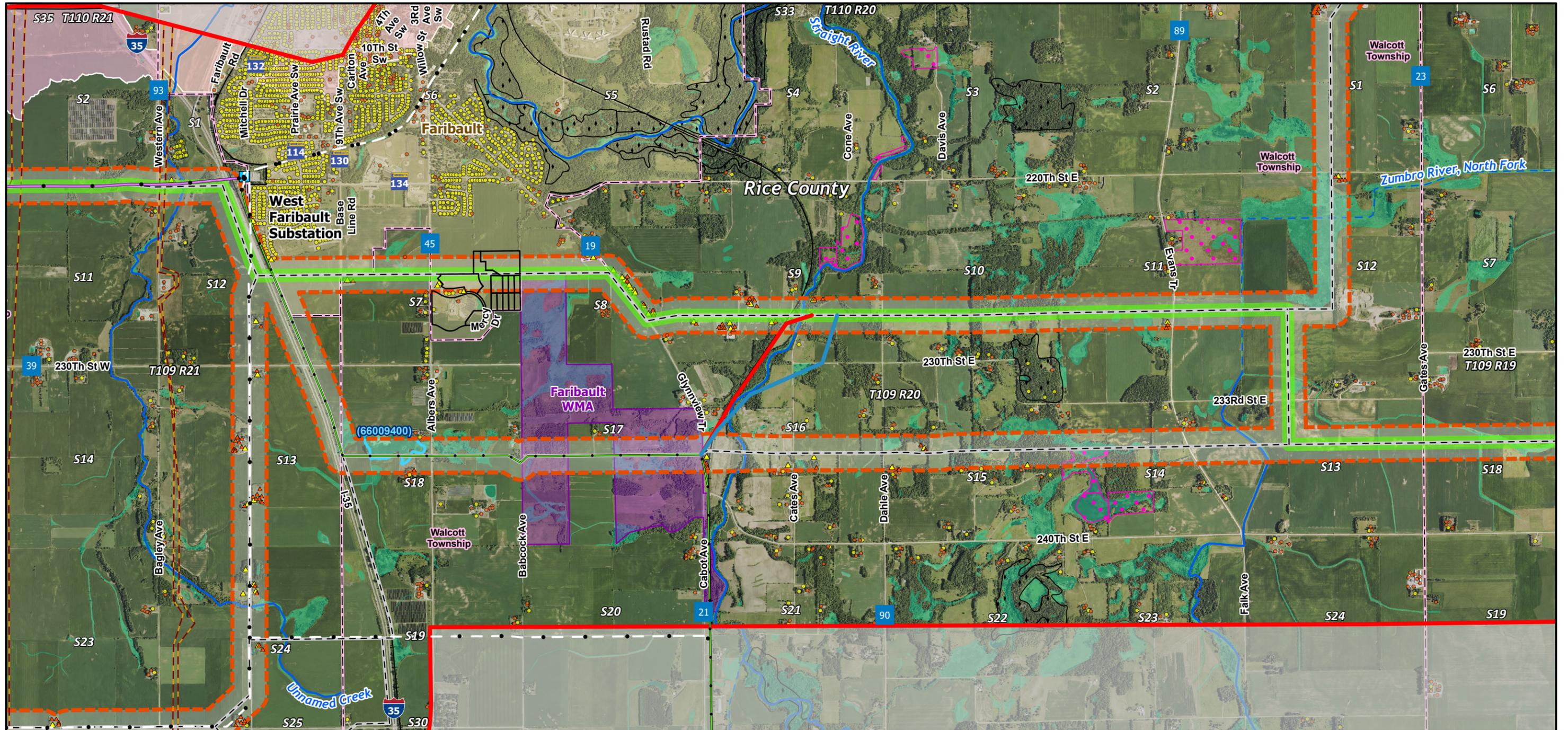
LEGEND

- | | | | | | |
|-----------------------------|----------------------------|--|--------------------------------|-----------------------------|-----------------------------------|
| Project Study Area Boundary | Private Airport | City Boundary | Waterfowl Production Area | Structure in Proposed Route | 345kV Xcel Energy Preferred Route |
| Proposed Route | Public Airport | Wellhead Protection Area | BWSR RIM Conservation Easement | Not a residence | Tuma Proposed Alternative |
| Proposed Right-of-Way | Existing Substation | Public Ditch/Altered Natural Watercourse | DNR Native Plant Community | Residence | Proposed Route Width Expansion |
| Substation Expansion Area | State Trail | Public Water Watercourse | Aquatic Management Area | Not a residence | |
| Project Substation | Existing Transmission Line | Public Water Basin | State Park | Other Routes | |
| Junction | 69 kV | Undelineated National Wetland Inventory | Wildlife Management Area | | |
| | 115 kV | | | | |
| | Township Boundary | | | | |





DETAILED MAP: SEGMENT 2



LEGEND

- | | | | | | |
|-----------------------------|-------------------------------|--------------------------|--|---|-----------------------------------|
| Project Study Area Boundary | Private Airport | 115 kV | Public Water Basin | Structure in Proposed Route
Residence | 345kV Xcel Energy Preferred Route |
| Proposed Route | Public Airport | 161 kV | Undelineated National Wetland Inventory | Not a residence | West Option |
| Proposed Right-of-Way | Existing Substation | Township Boundary | BWSR RIM Conservation Easement | Structure Outside Proposed Route
Residence | East Option |
| Substation Expansion Area | Railroad | City Boundary | Wellhead Protection Area | Not a residence | Divine Mercy Catholic Church |
| Project Substation | Pipeline in Study Area (NPMS) | Wildlife Management Area | Public Ditch/Altered Natural Watercourse | Other Routes | Proposed Route Width Expansion |
| Junction | Existing Transmission Line | Public Water Watercourse | | | |

