COMMERCE DEPARTMENT

In the Matter of the Certificate of Need and Route Permit Applications for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon counties in Minnesota

Environmental Impact Statement Scoping Decision

Docket No. E-002/CN-22-131
Docket No. E-002/TL-22-132
OAH Docket No. 23-2500-39782

The above matter is before the Commissioner of the Department of Commerce (Department) for a decision on the scope of the environmental impact statement (EIS) that will be prepared for the Minnesota Energy Connection Project (project) proposed by Xcel Energy (applicant) in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon counties in Minnesota.

Project Description

The applicant submitted applications for a certificate of need[1] and route permit[2] to the Public Utilities Commission (Commission) for construction of the project. On August 10, 2023, the Minnesota Public Utilities Commission (Commission) directed these applications be processed jointly.[3] The project consists of two major components: new substations and upgrades to existing substations, and new 345 kilovolt (kV) high voltage transmission lines (HVTLs). The applicant proposed two HVTL routes as required by Minnesota Rule 7850.1900.

Substation work proposed involves:

- A new substation to be located near Garvin in Lyon County referred to as the Garvin Substation. This is the starting point of the project, which would move electricity south to north.
- An intermediate substation to be located 20 miles north of the proposed Garvin Substation referred to as the Intermediate Substation.
- A voltage-support substation to be located 80 miles south of the Sherco Substation in either Meeker, Kandiyohi, or Renville County referred to as the Support Substation.
- Modifications to the existing Sherco Substation and Sherco Solar West Substation near Becker in Sherburne County.

HVTL work proposed involves:

---

1 Xcel Energy (March 9, 2023) Certificate of Need Application, eDocket Nos. 20233-193783-01 thru -05.

2 Xcel Energy (October 30, 2023) *Application to the Minnesota Public Utilities Commission for a Route Permit for the Minnesota Energy Connection Project*, eDocket Nos. 202310-199981-01 thru -10; 202310-199982-01 thru -10; 202310-199989-01 thru -10; 202310-199993-01 thru -04; 202310-199995-01 (hereinafter "RP Application").

3 Minnesota Public Utilities Commission (August 10, 2023) *Order Authorizing Joint Proceedings*, eDockets No. 20238-198151-01.

- A new 345 kV double-circuit HVTL between the Garvin Substation in Lyon County and the existing Sherco Solar West Substation. The applicant's proposed routes are 171 and 174 miles in length and designated as the Purple Route and Blue Route, respectively.
- A new 3.1-mile single-circuit 345 kV transmission line between the existing Sherco Solar West Substation and the Sherco Substation referred to as the Green Segment. The Green Segment would be co-located with applicant's existing Line 5651, occupying the open position on the existing double-circuit-capable structures.

The applicant has generally requested a route width of 1,000 feet and a final right-of-way width of 150 feet. Exceptions to the 1,000-foot route width include areas near certain conservation easements and proposed substations where route widths ranging from three-tenths to one and one-quarter miles are requested to enable flexibility in routing.

Project Purpose

The project is a result of the applicant's approved 2020-2034 Upper Midwest Integrated Resource Plan (IRP) (Docket No. E002/RP-19-368). As part of the IRP, the applicant "will seek a certificate of need from the Commission to build . . . [an HVTL] from the retiring . . . Sherco facilities to connect to the regional grid operated by the Midcontinent Independent System Operator [(MISO)]."[4] This HVTL must be designed to "permit new energy resources to connect to the transmission grid."[5]

As explained by the applicant in their route permit application, the project "would deliver 1,996 megawatts (MW) of carbon-free energy generation to the Sherco Substation. The project will also enable the interconnection of more than 4,000 MW of carbon-free energy generation overall that will support the recently enacted '100 percent by 2040' law that, generally, sets a standard for public utilities to generate or acquire 100 percent of the energy for retail sales from carbon-free resources."[6]

Minnesota Rule 4410.2300(G) states that an alternative may be excluded from detailed analysis in an EIS if "it would not meet the underlying need for or purpose of the project, it would likely not have any significant environmental benefit compared to the project as proposed, or another alternative, of any type, that will be analyzed in the EIS would likely have similar environmental benefits but substantially less adverse economic, employment, or sociological impacts."

Whether an alternative meets the underlying purpose of a project therefore can be used to determine whether to exclude an alternative from detailed analysis in an EIS. In effect, the purpose statement defines the range of reasonable alternatives to be studied. EERA staff refers to the Commission IRP Order[7] when defining the purpose of the project. The purpose of the project is to construct an HVTL to connect new energy sources to the MISO transmission grid at the location of the retiring Sherco coal-fired generator, that is, the Sherco Substation.

---

4 Minnesota House Research (December 2022) *Xcel's Approved 2020-2034 Integrated Resources Plan*, retrieved from: https://www.house.mn.gov/hrd/pubs/xcelreplan.pdf.

5 Minnesota Public Utilities Commission (April 15, 2022) *Order Approving Plan with Modifications and Establishing Requirements for Future Filings*, eDockets No. 20224-184828-01, at 31 (hereinafter "IRP Order").

6 RP Application, 3.

7 IRP Order, 13.

Regulatory Background

The project requires two approvals from the Commission—a certificate of need and route permit.[8] Accordingly, Department Energy Environmental Review and Analysis (EERA) staff is conducting environmental review on behalf of the Commission to address these applications. Environmental review is being conducted consistent with Minnesota Rules 7850. EERA staff will prepare an EIS that will inform the Commission's decisions on the applicant's certificate of need and route permit applications. The EIS preparation process broadly includes scoping for the EIS, preparation of a draft EIS, public comment on the draft EIS, preparation of a final EIS, and a determination of adequacy.

Scoping Process

Scoping is the first step in the environmental review process. The scoping process has two primary purposes: (1) to gather public input as to the impacts and mitigation measures to study in the EIS and (2) to focus the EIS on those impacts and mitigation measures that will aid in the Commission's decisions on the certificate of need and route permit applications. Staff uses the information gathered during scoping to inform the content of the EIS.

Commission and EERA staff gathered input on the scope of the EIS through seven public scoping meetings and an associated comment period.[9] Six of the meetings were in-person; one meeting was virtual. In-person meetings were held in Granite Falls, Marshall, Olivia, Redwood Falls, Litchfield, Monticello, and Kimball. Approximately 865 people attended the public meetings. Eighty-eight people provided 108 verbal comments during these meetings.[10]

The purpose of the meetings was to provide information to the public about the proposed project, to answer questions, and to allow the public an opportunity to suggest alternatives and impacts for consideration during preparation of the EIS. A court reporter was present at the meetings to document oral statements.

A 44-day comment period, which closed on February 21, 2024, provided an opportunity to submit written comments to EERA staff on potential impacts and mitigation measures for consideration in the scope of the EIS. During the comment period, citizens provided approximately 443 written comments.[11] Additionally, 2 agencies and 11 local units of government provided comments.

Comments received during the public meetings and comment period expressed concern about a variety of potential impacts associated with the project, including those associated with farming operations, property values, multiple transmission lines on a property, aesthetics, land use, wildlife and associated habitat, and noise. Several comments questioned the need for and cost of the project, as well as reliability of wind and solar energy sources. Approximately one-quarter of the comments expressed a preference for, or displeasure with, a routing option proposed in the route permit application. Commentors proposed many route and alignment alternatives and several system alternatives, that is, alternatives to the project itself, for study in the EIS.

---

8 *See* Minn. R. 7849.1000 and 7849.1100, Subp. 5; Minn. R. 7850.1300, Subp. 2 and 7850.1000, Subp. 9.

9 Minnesota Public Utilities Commission (January 8, 2024) *Notice of Public Information and EIS Scoping Meetings*, eDockets No. 20241-202004-02.

10 Some individuals provided more than one comment.

11 Minnesota Department of Commerce (March 20, 2024) *EIS Scoping Comments Received*, eDockets No. 20243-204510-01 thru -10; 20243-204510-01 thru 04.

Commission Review

After the close of the public comment period, consistent with Minnesota Rule 7850.2500, Subpart 3, EERA staff conferred with the applicant on the alternatives proposed for study in the EIS.[12] On April 17, 2024, staff provided the Commission with a summary of the EIS scoping process.[13] The summary discussed the system and route alternatives that were proposed during the scoping process and those alternatives the Department recommended for inclusion in the scope of the EIS. On May 2, 2024, the Commission deliberated on the recommended system and route alternatives for study in the EIS, and concurred with EERA's scoping recommendation.[14]

* * * * *

[12] Xcel Energy (March 18, 2024) *Response Letter to Public Comments*, eDockets No. 20243-204450-01.

[13] Department of Commerce (April 17, 2024) *Scoping Summary*, eDocket Nos. 20244-205673-01, 20244-205673-02, 20244-205673-03.

[14] Minnesota Public Utilities Commission (May 9, 2024) *Order*, eDockets No. 20245-206524-02.

Having reviewed the matter, consulted with staff, and in accordance with Minnesota Rule 7850.2500, I hereby make the following scoping decision:

MATTERS TO BE ADDRESSED

EERA staff will prepare an EIS on behalf of the Commission for the project. The EIS will include the information to be used by the Commission when making a certificate of need and route permit decision for the project. It will also inform other governmental agencies making permit and approval decisions for the project.

The EIS will be prepared in accordance with Minnesota Rule 7850.2500 and 7849.1900. The EIS will describe the project, the existing environment, and the human and environmental resources potentially affected by the project. It will provide information about potential direct and indirect impacts—both positive and negative—resulting from construction, operation, and maintenance of the project. The EIS will describe mitigation measures that could reasonably be implemented to reduce or eliminate identified negative impacts. The EIS will identify impacts that cannot be avoided and irreversible and irretrievable commitments of resources. The EIS will discuss the relative merits of the routing alternatives studied in the EIS using the routing factors found in Minnesota Rule 7850.4100. The EIS will also include the analysis of alternatives required by Minnesota Rule 7849.1500.

Data and analyses in the EIS will be commensurate with the importance of potential impacts and the relevance of the information to consider mitigation measures. Consideration will be given to the relationship between the cost of data and analyses and the relevance and importance of the information in determining the level of detail to provide in the EIS. Less important material may be summarized, consolidated, or simply referenced.

The EIS will list information sources. If relevant information cannot be obtained within timelines prescribed by applicable statute and rule, the costs of obtaining such information is excessive, or the means to obtain it is unknown, a statement that such information is incomplete or unavailable and the relevance of the information in evaluating potential impacts or alternatives will be included in the EIS.

The issues outlined below will be analyzed in the EIS. This outline is not intended to serve as a table of contents for the document itself.

<u>1.0 Project Information</u>
Purpose
Description
Location
Route Width and Right-of-Way Requirements
Engineering and Design
Construction
Operation and Maintenance
Cost
Schedule

<u>2.0 Regulatory Framework</u>
Certificate of Need

Route Permit
Environmental Review Process
Other Permits or Approvals

3.0 Affected Environment, Potential Impacts, and Mitigative Measures

3.1 Human Settlements
Aesthetics
Cultural Resources
Displacement
Electric and Magnetic Fields
Electronic Interference
Environmental Justice
Induced Voltage
Land Use
Noise
Populated Areas
Public Health and Safety (including implantable medical devices)
Public Services and Infrastructure (including right-of-way sharing)
Recreation
Socioeconomics
Stray Voltage
Zoning

3.2 Land-Based Economies
Agriculture
Forestry
Mining
Tourism

3.3 Archaeological and Historic Resources

3.4 Natural Environment
Air
Climate Change (including greenhouse gas emissions)
Geology
Public and Designated Lands
Rare and Unique Resources
Soils
Vegetation
Water Resources
Wetlands
Wildlife and their Habitats

4.0 Electric System Reliability

5.0 Operation and Maintenance Costs that are Design Dependent

6.0 Unavoidable Impacts

7.0 Irreversible and Irretrievable Commitments of Resources

8.0 Cumulative Potential Effects

ROUTES AND ROUTE ALTERNATIVES TO BE EVALUATED

The EIS will evaluate the routes proposed by the applicant in its route permit application. The EIS will also evaluate the route segment and route alignment alternatives listed in Appendix A and visually depicted in Appendix B. The EIS will analyze whether these alternatives are feasible to the extent they provide a significant environmental benefit over the routes proposed by the applicant; will have substantially less adverse economic, employment, or sociological impacts compared to an alternative with similar environmental effects; and will assist in the Commission's decision on the route permit application. To the extent an alternative is feasible, it will be further studied in the EIS. If an alternative is not feasible, the EIS will provide the reasons why and the alternative will be excluded from detailed analysis.

ALTERNATIVES TO THE PROPOSED PROJECT

The EIS, in accordance with Minnesota Rule 7849.1500, will describe and analyze the feasibility of the following system alternatives, and the human and environmental impacts and potential mitigation measures associated with each:

- No-build;
- Demand side management;
- Purchased power;
- Transmission line of a different size or using a different energy source than the source proposed by the applicant;
- Upgrading existing facilities;
- Generation rather than transmission; and
- Use of renewable energy sources.

Additionally, the EIS will analyze the feasibility and the human and environmental impacts of the following system alternatives:

- Construct a new nuclear plant or natural gas plant at the retired Sherco coal-fired generator and interconnect into the existing Sherco Substation;
- Construct a new nuclear plant or natural gas plant closer to the Minneapolis—St. Paul metropolitan area and interconnect into the existing Sherco Substation;
- Construct wind and solar generation closer to the Minneapolis—St. Paul metropolitan area and interconnect into the existing Sherco Substation; and
- Construct an underground transmission line.

The EIS will analyze whether the system alternatives are feasible insomuch that they meet the purpose of the project either individually or in combination with other feasible alternatives. To the extent an alternative meeting the project's purpose is feasible, it will be further studied in the EIS. An alternative may be excluded from detailed analysis in the EIS if it would not meet the underlying purpose of project.

IDENTIFICATION OF PERMITS

The EIS will list and describe permits from other governmental agencies that may be required for the project.

ISSUES OUTSIDE THE SCOPE OF THE ENVIRONMENTAL IMPACT STATEMENT

The EIS will not consider the following:

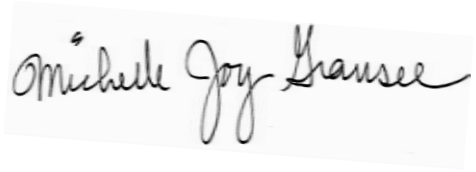
- Any route, route segment, or route alignment not specifically identified for study in Appendix A of this scoping decision.
- Any system alternative (an alternative to the proposed project) not specifically identified for study in this scoping decision.
- The appropriateness of state eminent domain laws; however, these laws will be discussed.
- The way landowners are compensated for easements associated with the project.

SCHEDULE

Upon issuance of the EIS scoping decision, preparation of the draft EIS will begin. Once the draft EIS is complete, it will be issued for public review and comment. The draft EIS is anticipated to be released in October 2024. Joint public meetings and hearings, and a written comment period will then occur. Substantive comments on the draft EIS will be responded to and included in a final EIS.

Signed this 13th day of May 2024

STATE OF MINNESOTA
Department of Commerce



_____
Michelle Gransee, Deputy Commissioner

Appendix A
Alternatives Included for Study in the EIS

Name	Map	Type	Route Connection	Alternative Description	Source
Blue Route	2.1-2.20	Route	NA	The Blue Route is 174 miles long and was proposed by the applicant. It crosses Sherburne, Stearns, Meeker, Kandiyohi, Renville, Redwood, and Lyon counties.	Applicant
Purple Route	2.1-2.20	Route	NA	The Purple Route is 171 miles long and was proposed by the applicant. It crosses Sherburne, Wright, Stearns, Meeker, Kandiyohi, Chippewa, Renville, Yellow Medicine, and Lyon counties.	Applicant
201	2.1	Route Segment	Blue	EERA received a scoping comment from Ronald McDaniel (#111) proposing Route Segment 201. This route segment initiates at the proposed Garvin Substation in Lyon County. It traverses north along U.S. Highway 59 until Country Road 2 where it turns east until it joins the Blue Route. The commenter noted potential impacts on habitat/wildlife/rare species, water resources, and land use.	Public
202	2.1	Route Segment	Blue	EERA received scoping comments from Stephen Miller (#59) and Ronald McDaniel (#111) proposing Route Segment 202. This route segment departs the Blue Route at County Road 9 and traverses north. It turns east along the northern border of T110N, R40W, S29 until it rejoins the Blue Route. The commenters noted potential impacts on farming operations, habitat/wildlife/ rare species, water resources, and land use.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
203	2.1	Route Segment	Blue	EERA received a scoping comment from the Lyon County Commissioner (#443) proposing Route Segment 203. This route segment departs the Blue Route at County Road 9 and traverses north. It turns east at 185th Street, traverses north on 310th Avenue, continues east on 190th Street, then traverses north on 320th Avenue until it rejoins the Blue Route. The Commissioner noted potential impacts on farming operation, land use, and tree removal.	Lyon County Commissioner
204	2.1	Route Segment	Purple	EERA received a scoping comment from Eldan Mitzer (#257) proposing Route Segment 204. This route segment departs the Purple Route by traversing further west on U.S. Highway 14. Halfway into T109N, R41W, S16, it turns north until it rejoins the Purple Route. The commenter noted potential impacts on stray voltage, land use, and green/clean energy.	Public
205	2.2	Route Segment	Purple	EERA received a scoping comment from Ken Marcotte (#32) proposing Route Segment 205. This route segment departs the Purple Route at 190th Street where it traverses east to U.S. Highway 59. From here it turns north until it rejoins the Purple Route. The commenter noted potential impacts on habitat/wildlife/rare species and water resources.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
206	2.2	Route Segment	Purple	EERA received a scoping comment from Ken Marcotte (#32) proposing Route Segment 206. This route segment departs the Purple Route at County Road 67 and traverses north to 220th Street. From here, it turns east until it rejoins the Purple Route. The commenter noted potential impacts on habitat/wildlife/rare species and water resources.	Public
101	2.2	Route Connector	Connects Blue and Purple Routes	Route Connector 101 was proposed by the applicant as "Connector D." It is approximately 8 miles long and located in Lyon County.	Applicant
207	2.2	Route Segment	(route segment starting and ending on Connector 101)	EERA received a scoping comment from Mike Truwe (#61) proposing Route Segment 207. This route segment departs the Blue Route and traverses north on the eastern border of T110N, R40W, S17 until it joins Route Connector 101. The commenter noted potential impacts on stray voltage, aesthetic impacts/property values, tree removal, and noise.	Public
208	2.2	Route Segment	(route segment starting and ending on Connector 101)	EERA received a scoping comment from Leslie Bergquist (#101) proposing Route Segment 208. This route segment departs Route Connector 101 at 230th Street and traverses west. It turns north at 310th Avenue until it rejoins Route Connector 101. The commenter noted potential impacts on farming operation, aesthetic impacts/property values, and use of existing ROW.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
209	2.4	Route Segment	Purple	EERA received a scoping comment from David Kietzmann and Saralee Kietzmann (#266) proposing Route Segment 209. This route segment departs the Purple Route at 490th Steet and traverses north. It turns east at 290th Avenue until it rejoins the Purple Route. The commenters noted potential impacts on farming operation and water resources.	Public
210	2.4	Route Segment	Purple	EERA received a scoping comment from Leslie Bergquist (#101) proposing Route Segment 210. This route segment departs the Purple Route continuing north on State Highway 23 following the curve of the highway until it rejoins the Purple Route. The commenter noted potential impacts on farming operation, aesthetic impacts/property values, and use of existing ROW.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
102	2.3	Route Connector	Connects Blue and Purple Routes	EERA received a scoping comment from Daniel Wambeke and 43 others (#320) proposing Route Connector 102. This route connector departs the Blue Route at Lyon Redwood Road and traverses north. It turns east at 230th Street, continues north on Aspen Avenue, then continues east on 260th Street. From there, the route connector traverses north at County Highway 8, turns east halfway into T114N, R39W, S33, then continues north at County Road 6. It traverses west across the lower portion if T114N, R39W, S28, turns north halfway into the section, then continues east halfway into T114, R39W, S21. The route connector traverses north at State Highway 274 following the curve of the highway, turns west halfway into T114N, R39W, S4, and continues north a third of the way into the section. It traverses west on 220th Ave, turns north at the western border of T115, R39W, S32, and continues west at 230th Avenue until it joins the Purple Route. The commenters noted potential impacts on public health/EMF/pacemaker, farming operation, stray voltage, aesthetic impacts/property values, habitat/wildlife/rare species, water resources, proximity to home/being boxed in, land use, and noise.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
211	2.3	Route Segment	Blue	EERA received a scoping comment from Ben Hicks (#289) proposing Route Segment 211. This route segment departs the Blue Route at County Road 8 and traverses south. It turns east at County Road 4 and continues north at Duncan Avenue until it rejoins the Blue Route. The commenter noted potential impacts on farming operation, habitat/wildlife/rare species, land use, and tree removal.	Public
212	2.3	Route Segment	Blue	EERA received a scoping comment from Jeff Turbes (#102) proposing Route Segment 212. This route segment departs the Blue Route by continuing east on 240th Street. It turns north at County Highway 7 until it rejoins the Blue Route. The commenter noted potential impacts on farming operation, stray voltage, aesthetic impacts/property values, and use of existing ROW.	Public
213	2.3	Route Segment	Blue	EERA received a scoping comment from Jeff Potter (#22) proposing Route Segment 213. This route segment departs the Blue Route by continuing north on Ideal Avenue. It turns east halfway into T112N, R37W, S14, and continues south at Kenwood Avenue until it rejoins the Blue Route. The commenter noted potential impacts on electronic interference, farming operation, stray voltage, aesthetic impacts/property values, and noise.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
214	2.5	Route Segment	Blue	EERA received a scoping comment from Cletus Gewerth (#30) proposing Route Segment 214. This route segment departs the Blue Route at Porter Avenue and traverses north. It turns east at 320th Street until it rejoins the Blue Route. The commenter noted potential impacts on water resources and wildlife.	Public
215	2.5	Route Segment	Blue	EERA received a scoping comment from Andrew Rieke and Linda Rieke (#270) proposing Route Segment 215. This route segment departs the Blue Route at Highway 19 and traverses east. It turns north halfway into T112, R34W, S2 until it rejoins the Blue Route. The commenters noted potential impacts on farming operation.	Public
216	2.6	Route Segment	Blue	EERA received a scoping comment from Connie Kieper (#84) proposing Route Segment 216. This route segment departs the Blue Route halfway into T115N, R34W, S25 traverses east. It turns north at the eastern border of T115, R33W, S30 until it rejoins the Blue Route. The commenter noted potential impacts on public health/EMF/pacemaker, electronic interference, farming operation, noise, and use of existing ROW.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
217	2.6	Route Segment	Blue	EERA received a scoping comment from Larry Posl (#209) proposing Route Segment 217. This route segment departs the Blue Route near the top of the eastern border of T115N, R33W, S6 and traverses northwest. It turns west at County Road 70, continues north at County Road 57, then continues east at the northern border of T116N, R33W, S31 until it rejoins the Blue Route. The commenter noted potential impacts on farming operation and proximity to home/being boxed in.	Public
218	2.6	Route Segment	Blue	EERA received a scoping comment from Larry Posl (#209) proposing Route Segment 218. This route segment departs the Blue Route near the top of the eastern border of T115N, R33W, S6 and traverses northwest. It turns west at County Road 70, continues north at County Road 57, then continues east at the northern border of T116N, R33W, S30 until it rejoins the Blue Route. The commenter noted potential impacts on farming operation and proximity to home/being boxed in.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
219	2.3	Route Segment	Blue	EERA received a scoping comment from Ben Hicks (#289) proposing Route Segment 219. This route segment departs the Blue Route at County Road 8 and traverses south. It turns east at County Road 4, and continues north halfway into T110N, R38W, S17 until it rejoins the Blue Route. The commenter noted potential impacts on farming operation, habitat/wildlife/rare species, land use, and tree removal.	Public
220	2.5	Route Segment	Blue	EERA received a scoping comment from Brian Greenslit and Gloria Greenslit (#3) proposing Route Segment 220. This route segment departs the Blue Route at State Highway 19 and traverses east. It turns north halfway into T112, R34W, S3 until it rejoins the Blue Route. The commenters noted potential impacts on aesthetic impacts/property values, proximity to home/being boxed in, and noise.	Public
221	2.4	Route Segment	Purple	EERA received a scoping comment from David Kietzmann and Saralee Kietzmann (#266) proposing Route Segment 221. This route segment departs the Purple Route at 260th Avenue and traverses west. It turns north at 520th Street, continues east at State Highway 67, and continues north a quarter of the way into T116N, R39W, S31. It turns east a quarter of the way into the section until it rejoins the Purple Route. The commenters noted potential impacts on farming operation and water resources.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
103	2.7	Route Connector	Connects Blue and Purple Routes	EERA received a scoping comment from Melvin Zuidem (#35) proposing Route Connector 103. This route connector departs the Purple Route continuing east on County Highway 18 until it joins the Blue Route. The commenter noted potential impacts on farming operation and development/community.	Public
222	2.9	Route Segment	Blue	EERA received a scoping comment from Luke Johnson (#306) proposing Route Segment 222. This route segment departs the Blue Route at 195th Avenue SE and traverses north. It turns east at County Road 77 until it rejoins the Blue Route. The commenter noted potential impacts on farming operation.	Public
223	2.9	Route Segment	Blue	EERA received a scoping comment from Duane Anderson (#200) proposing Route Segment 223. This route segment departs the Blue Route continuing east on 100th Street. It turns north at 515th Avenue until it rejoins the Blue Route. The commenter noted potential impacts on land use.	Public
104	2.7	Route Connector	Connects Blue and Purple Routes	Route Connector 104 was proposed by the applicant as "Connector C." It is approximately 29 miles long and located in Kandiyohi and Chippewa counties.	Applicant

Name	Map	Type	Route Connection	Alternative Description	Source
224	2.10	Route Segment	Purple	EERA received a scoping comment from Marilyn Worke and Helga Miller (#256) proposing Route Segment 224. This route segment departs the Purple Route at 30th Avenue SE and traverses east. It turns north halfway into T119N, R33W, S19 until it rejoins the Purple Route. The commenters noted potential impacts on farming operation.	Public
225	2.10	Route Segment	Purple	EERA received a scoping comment from Jordan Junkermeier and Rachel Junkermeier (#130) proposing Route Segment 225. This route segment departs the Purple Route continuing north halfway into T119N, R33W, S6. It turns east at 30th Avenue NE until it rejoins the Purple Route. The commenters noted potential impacts on public health/EMF/pacemaker, aesthetic impacts/property values, habitat/wildlife/rare species, water resources, proximity to home/being boxed in, tree removal, and green/clean energy.	Public
105	2.11	Route Connector	Connects Blue and Purple Routes	Route Connector 105 was proposed by the applicant as "Connector B." It is approximately 1 mile long and located in Meeker County.	Applicant
106	2.11	Route Connector	Connects Blue and Purple Routes	Route Connector 106 was proposed by the applicant as "Connector A." It is approximately 1.5 miles long and located in Meeker County.	Applicant

Name	Map	Type	Route Connection	Alternative Description	Source
107	2.12	Route Connector	Connects Blue and Purple Routes	EERA received a scoping comment from Maureen Murray (#45) proposing Route Connector 107. This route connector departs the Purple Route continuing east halfway through T121N, R31W, S27 until it connects to the Blue Route. The commenter noted potential impacts on public health/EMF/pacemaker, electronic interference, aesthetic impacts/property values, habitat/wildlife/rare species, water resources, land use, conservation easement, and bees/pollinator habitat.	Public
226	2.11	Route Segment	Blue	EERA received a scoping comment from Von Grotto (#246) proposing Route Segment 226. This route segment departs the Blue Route at the southwestern corner of T120N, R31W, S9 and traverses northeast. It turns east a quarter of the way through the section, continues north at 600th Avenue, and continues east at the northern border of T120N, R31W, S3 until it rejoins the Blue Route. The commenter noted potential impacts on farming operation and proximity to home/being boxed in.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
227	2.11	Route Segment	Blue	EERA received a scoping comment from Gordon Neuman and Ramona Neuman (#46) proposing Route Segment 227. This route segment departs the Blue Route continuing east on County Road 7. It turns north at State Highway 22 and follows the curve of the highway until it rejoins the Blue Route. The commenters noted potential impacts on farming operation, habitat/wildlife/rare species, and conservation easement.	Public
228	2.11	Route Segment	Purple	EERA received a scoping comment from Gordon Neuman and Ramona Neuman (#46) proposing Route Segment 228. This route segment departs the Purple Route at State Highway 4 and traverses north. It turns east at County Road 16 until it rejoins the Purple Route. The commenters noted potential impacts on farming operation, habitat/wildlife/rare species, and conservation easement.	Public
229	2.12	Route Segment	Purple	EERA received a scoping comment from Dawn Jansen (#62) proposing Route Segment 229. This route segment departs the Purple Route at 590th Avenue and traverses north. It turns east at 349th Street until it rejoins the Purple Route. The commenter noted potential impacts on public health/EMF/pacemaker, aesthetic impacts/property values, proximity to home/being boxed in, and tree removal.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
230	2.12	Route Segment	Purple	EERA received a scoping comment from LuVern Becker (#132) proposing Route Segment 230. This route segment departs the Purple Route halfway into T121N, R31W, S10 and traverses north. It turns east at County Road 36 until it rejoins the Purple Route. The commenter noted potential impacts on farming operation, aesthetic impacts/property values, and habitat/wildlife/rare species.	Public
231	2.13	Route Segment	Purple	EERA received a scoping comment from Brad Libbesmeier and Ellen Libbesmeier (#79) proposing Route Segment 231. This route segment departs the Purple Route at 140th Street and traverses east. It turns north at County Highway 149 until it rejoins the Purple Route. The commenters noted potential impacts on public health/EMF/pacemaker, farming operation, aesthetic impacts/property values, use of existing ROW, and green/clean energy.	Public
232	2.13	Route Segment	Purple	EERA received a scoping comment from Ben Stockinger (#143) proposing Route Segment 232. This route segment departs the Purple Route three quarters through T122N, R29W, S32 and traverses east. It continues east at Balsam Road and follows the curve of the road until it rejoins the Purple Route. The commenter noted potential impacts on farming operation and aesthetic impacts/property values.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
108	2.14	Route Connector	Connects Blue and Purple Routes	EERA received a scoping comment from John Stein (#27) proposing Route Connector 108. This route connector departs the Purple Route a quarter through T122N, R29W, S34 and traverse south until it connects to the Blue Route. The commenter noted potential impacts on habitat/wildlife/rare species, water resources, and farming operations.	Public
109	2.14	Route Connector	Connects Blue and Purple Routes	EERA received a scoping comment from the MN DNR (#285) proposing Route Connector 109. This route connector departs the Purple Route at the western border of T122N, R29W, S35 and traverses south. It turns east a quarter of the way through the section, continues north a little over halfway through the section, then continues east two thirds through the section to connect to the Blue Route. The DNR noted potential impacts on habitat/wildlife/rare species, water resources, and tree removal.	DNR
110	2.14	Route Connector	Connects Blue and Purple Routes	EERA received a scoping comment from John Adolph and Tamile Adolph (#81) proposing Route Connector 110. This route connector departs the Purple Route at Power Rodge Road and traverses east until it connects to the Blue Route. The commenters noted potential impacts on farming operation.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
233	2.14	Route Segment	Blue	EERA received a scoping comment from the MN DNR (#285) proposing Route Segment 233. This route segment departs the Blue Route at State Highway 15 traversing north following the curve of the highway. It turns east a quarter of the way into T122N, R29W, S35, continues north halfway into the section, then continues east two thirds of the way through the section until it rejoins the Blue Route. The DNR noted potential impacts on habitat/wildlife/rare species, water resources, and tree removal.	DNR
234	2.15	Route Segment	Blue	EERA received a scoping comment from Joel Lauer (#222) proposing Route Segment 234. This route segment departs the Blue Route at State Highway 15 following the curve of the road. It turns east at County Road 146 until it rejoins the Blue Route. The commenter noted potential impacts on farming operation.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
235	2.16	Route Segment	Blue	EERA received a scoping comment from Dan Stein (#214) proposing Route Segment 235. This route segment departs the Blue Route continuing north at the western border of T122N, R29W, S25. It turns east three quarters through the section, then continues north a quarter through the section. From there, it turns east a quarter through T122N, R29W, S24 until it rejoins the Blue Route. The commenter noted potential impacts on public health/EMF/pacemaker, aesthetic impacts/property values, habitat/wildlife/rare species, water resources, and use of existing ROW.	Public
236	2.16	Route Segment	Blue	EERA received a scoping comment from Jason Pierskalla (#56) proposing Route Segment 236. This route segment departs the Blue Route at 73rd Avenue and traverses north. It turns east at 163rd Street until it rejoins the Blue Route. The commenter noted potential impacts on public health/EMF/pacemaker, habitat/wildlife/rare species, general environmental impact, and conservation easement.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
237	2.16	Route Segment	Blue	EERA received a scoping comment from Jason Pierskalla (#56) proposing Route Segment 237. This route segment departs the Blue Route at 73rd Avenue and traverses north. It turns east halfway into T122N, R28W, S19 until it rejoins the Blue Route. The commenter noted potential impacts on public health/EMF/pacemaker, habitat/wildlife/rare species, general environmental impact, and conservation easement.	Public
238	2.16	Route Segment	Blue	EERA received a scoping comment from Jason Pierskalla (#49) proposing Route Segment 238. This route segment departs the Blue Route at 73rd Avenue and traverses north. It turns east at 152nd Street until it rejoins the Blue Route. The commenter noted potential impacts on public health/EMF/pacemaker, farming operation, aesthetic impacts/property values, habitat/wildlife/rare species, general environmental impact, conservation easement, tree removal, and bees/pollinator habitat.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
239	2.16	Route Segment	Blue	EERA received a scoping comment from Jason Pierskalla (#162) proposing Route Segment 239. This route segment departs the Blue Route a quarter of the way through T122N, R28W, S30 and traverses north. It turns east at 152nd Street until it rejoins the Blue Route. The commenter noted potential impacts on public health/EMF/pacemaker, aesthetic impacts/property values, habitat/wildlife/rare species, general environmental impact, and conservation easement.	Public
240	2.16	Route Segment	Blue	EERA received a scoping comment from Jason Pierskalla (#162) proposing Route Segment 240. This route segment departs the Blue Route a quarter of the way into T122N, R28W, S30 and traverses north. It turns east three quarters through the section until it rejoins the Blue Route. The commenter noted potential impacts on public health/EMF/pacemaker, aesthetic impacts/property values, habitat/wildlife/rare species, general environmental impact, and conservation easement.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
241	2.15	Route Segment	Purple	EERA received a scoping comment from the MN DNR (#285) proposing Route Segment 241. This route segment departs the Purple Route at 73rd Avenue and traverses south. It turns east at 140th Street and follows the curve of the street. From there, it turns north at 53rd Avenue until it rejoins the Purple Route. The DNR noted potential impacts on habitat/wildlife/rare species, water resources, and tree removal.	DNR
242	2.15	Route Segment	Purple	EERA received a scoping comment from Joe Lauer (#197) proposing Route Segment 242. This route segment departs the Purple Route at County Highway 7 and traverses south. It turns northeast at County Highway 45 until it rejoins the Purple Route. The commenter noted potential impacts on electronic interference, farming operation, habitat/wildlife/rare species, and land use.	Public
243	2.17	Route Segment	Purple	EERA received a scoping comment from Raechell Nelson (#302) proposing Route Segment 243. This route segment departs the Purple Route three quarters of the way through T122N, R28W, S26 and traverses east. It turns north at 13th Avenue until it rejoins the Purple Route. The commenter noted potential impacts on proximity to home/being boxed in.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
111	2.15	Route Connector	Connects Blue and Purple Routes	EERA received a scoping comment from Jack Miller (#178) proposing Route Connector 111. This route connector departs the Blue Route continuing east at the southern border of T122N, R28W, S30. It turns south at County Highway 7 until it connects to the Purple Route. The commenter noted potential impacts on public health/EMF/pacemaker, farming operations, stray voltage, noise, and use of existing ROW.	Public
112	2.15	Route Connector	Connects Blue and Purple Routes	EERA received a scoping comment from the MN DNR (#285) proposing Route Connector 112. This route connector departs the Blue Route at Dellwood Road and traverses east following the curve of the road. It turns south at County Road 7, continues east at 170th Street, and continues south at 33rd Avenue. From there, it turns east at 165th Street, then continues south at 23rd Avenue until it connects to the Purple Route. The DNR noted potential impacts on habitat/wildlife/rare species, water resources, and tree removal.	DNR

Name	Map	Type	Route Connection	Alternative Description	Source
113	2.15	Route Connector	Connects Blue and Purple Routes	EERA received a scoping comment from the MN DNR (#285) proposing Route Connector 113. This route connector departs the Blue Route at Dellwood Road and traverses east following the curve of the road. It turns south at County Road 7, continues east at 170th Street, and continues south at 33rd Avenue. From there, it turns east three quarters through T122N, R28W, S23. It turns southeast three quarters of the way through the section until it connects to the Purple Route. The DNR noted potential impacts on habitat/wildlife/rare species, water resources, and tree removal.	DNR

Name	Map	Type	Route Connection	Alternative Description	Source
114	2.15	Route Connector	Connects Blue and Purple Routes	EERA received a scoping comment from the MN DNR (#285) proposing Route Connector 114. This route connector departs the Blue Route a quarter of the way through T122N, R28W, S20 and traverses east. It turns northeast a quarter of the way through the section, continues north a third of the way through the section, turns east three quarters of the way through the section, and continues northeast two thirds of the way through the section. From there, the route connector traverses north just above the southern border of T122N, R28W, S16, turns east at Dellwood Road following the curve of the road, and continues south at County Road 7. It turns east at 170th Street, continues south at 33rd Avenue, continues east at 165th Street, then turns south at 23rd Avenue until it connects to the Purple Route. The DNR noted potential impacts on habitat/wildlife/rare species, water resources, and tree removal.	DNR

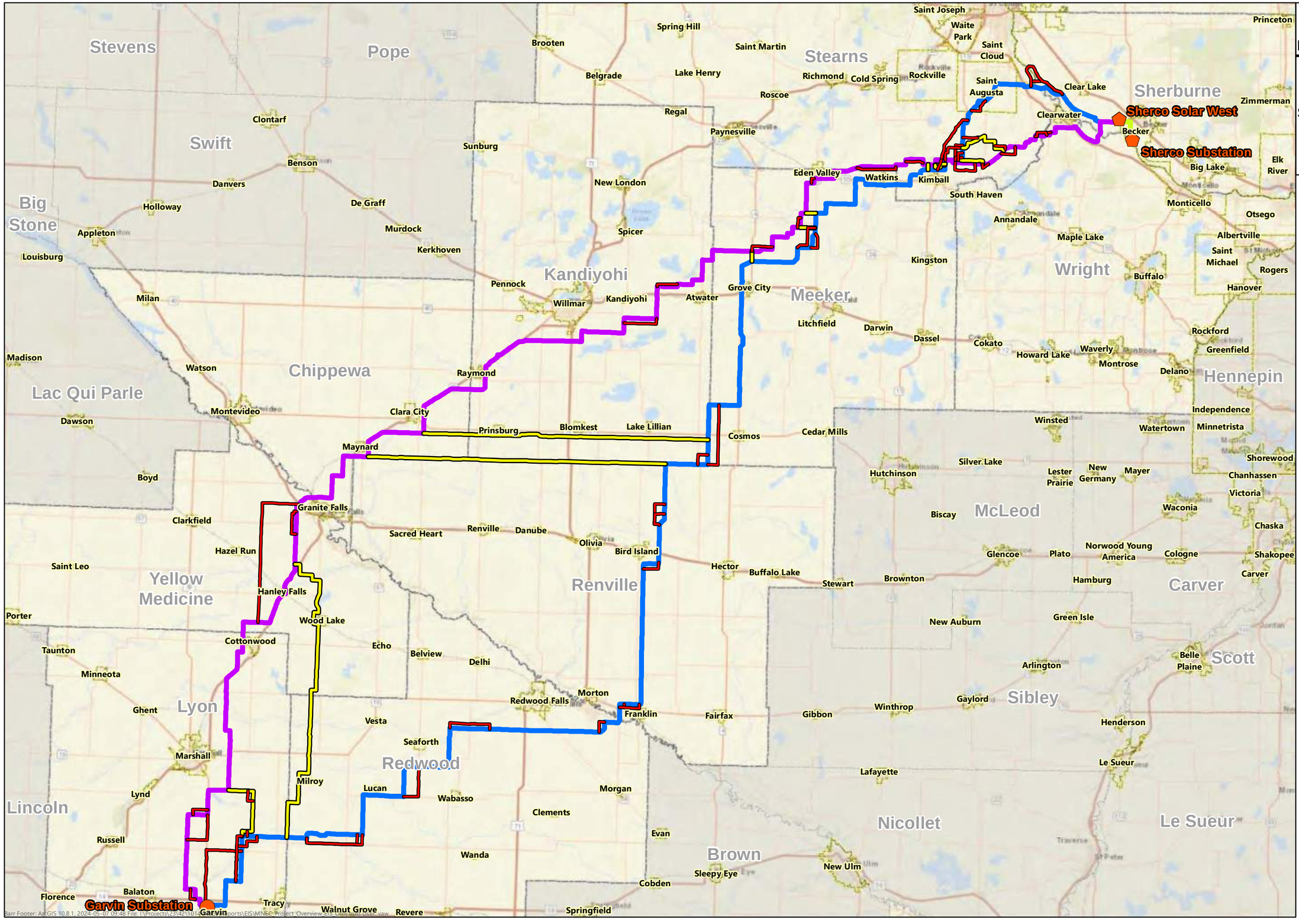
Name	Map	Type	Route Connection	Alternative Description	Source
115	2.15	Route Connector	Connects Blue and Purple Routes	EERA received a scoping comment from the MN DNR (#285) proposing Route Connector 115. This route connector departs the Blue Route a quarter of the way through T122N, R28W, S20 and traverses east. It turns northeast a quarter of the way through the section, continues north a third of the way through the section, turns east three quarters of the way through the section, and continues northeast two thirds of the way through the section. From there, the route connector traverses north just above the southern border of T122N, R28W, S16, turns east at Dellwood Road following the curve of the road, and continues south at County Road 7. It turns east at 170th Street, continues south at 33rd Avenue, and continues east three quarters through T122N, R28W, S23. It turns southeast three quarters of the way through the section until it connects to the Purple Route. The DNR noted potential impacts on habitat/wildlife/rare species, water resources, and tree removal.	DNR

Name	Map	Type	Route Connection	Alternative Description	Source
244	2.18	Route Segment	Blue	EERA received a scoping comment from the MN DNR (#285) proposing Route Segment 244. This route segment departs the Blue Route at the southern border of T123N, R28W, S32 and traverses east. It turns north at almost halfway through T123N, R28W, S33, continues northeast three quarters through the section, continues north at two thirds through the section, and turns northeast at County Road 142 until it rejoins the Blue Route. The DNR noted potential impacts on habitat/wildlife/rare species, water resources, and tree removal.	DNR
245	2.19	Route Segment	Blue	EERA received a scoping comment from Miguel Cabrera and Shannon Cabrera (#167) proposing Route Segment 245. This route segment departs the Blue Route at Franklin Road and traverses north. It turns east at the southern border of T34N, R30W, S5, continues northeast at the southwest corner of T34N, R30W, S4, and continues southeast at County Road 8 SE until it rejoins the Blue Route. The commenters noted potential impacts on public health/EMF/pacemaker, aesthetic impacts/property values, habitat/wildlife/rare species, and water resources.	Public

Name	Map	Type	Route Connection	Alternative Description	Source
246	2.19	Route Segment	Blue	EERA received a scoping comment from Miguel Cabrera and Shannon Cabrera (#167) proposing Route Segment 246. This route segment departs the Blue Route at Franklin Road and traverses north following the curve of the road. It continues north about 1,200 feet at the western border of T123N, R27W, S8 then continues northeast. It turns east at the halfway parallel of T35N, R30W, S32, then continues southeast at River Road SE following the curve of the road until it rejoins the Blue Line. The commenters noted potential impacts on public health/EMF/pacemaker, aesthetic impacts/property values, habitat/wildlife/rare species, and water resources.	Public
247	2.17	Route Segment	Purple	EERA received a scoping comment from the MN DNR (#285) proposing Route Segment 247. This route segment departs the Purple Route halfway up the eastern border of T122N, R27W, S17 and traverses east about 1,000 feet. From there, it turns north until it reaches County Road 46, and continues east on County Road 46 until it rejoins the Purple Route. The DNR noted potential impacts on habitat/wildlife/rare species, water resources, and tree removal.	DNR
AA1	2.5	Alternative Alignment	Blue	EERA received a scoping comment from Tom Haak (#6) proposing Alternative Alignment 1. He recommended the alternative alignment to avoid RIM easements on his property.	Public

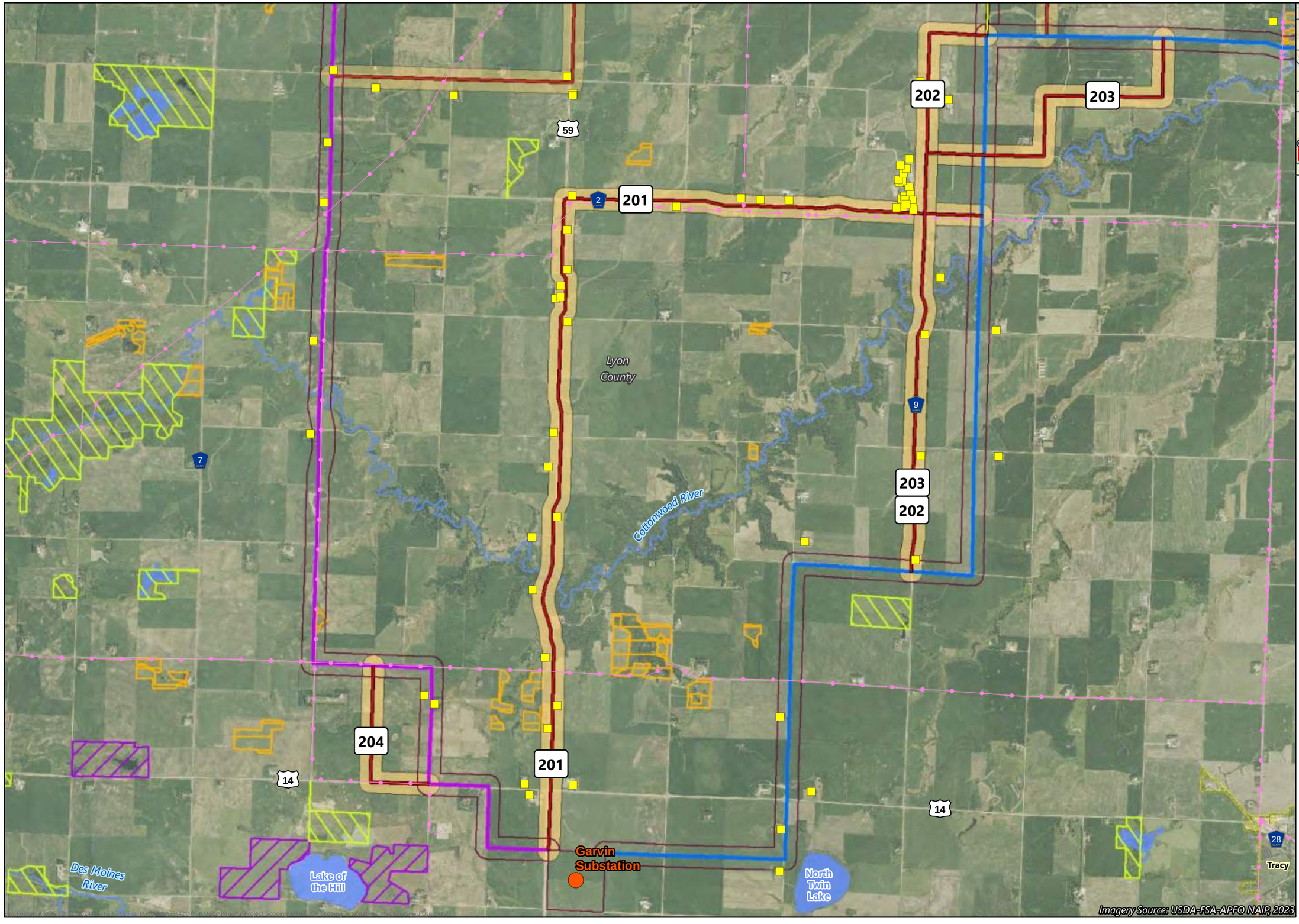
Name	Map	Type	Route Connection	Alternative Description	Source
AA2	2.8	Alternative Alignment	(Neither) Route Connector 104	EERA received a scoping comment from Dennis Neimeyer (#258) proposing Alternative Alignment 2. He recommended the alternative alignment because it is more direct (less distance) and better avoids tree cover on his property which he notes is used for shelterbelt and CRP.	Public
AA3	2.17	Alternative Alignment	Purple	EERA received a scoping comment from Greg Potthoff (#82) proposing Alternative Alignment 3. He recommended the alternative alignment to minimize disruption to farming activities.	Public
AA4	2.4	Alternative Alignment	Purple	EERA received a scoping comment from John Welckle (#34) proposing Alternative Alignment 4. He recommended the alternative alignment to minimize farming activities. He specifically noted the alternative alignment would minimize impediment to large machinery maneuvering to accomplish modern farming.	Public

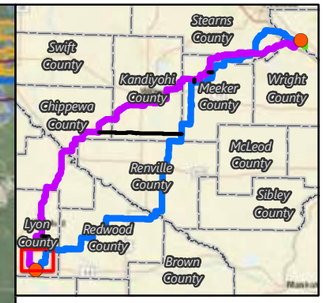
Appendix B
Maps



Map 1

PROJECT OVERVIEW
Minnesota Energy Connection Project





Proposed Routes
- Blue Route
- Purple Route
- Route Connector
- Proposed Route Width

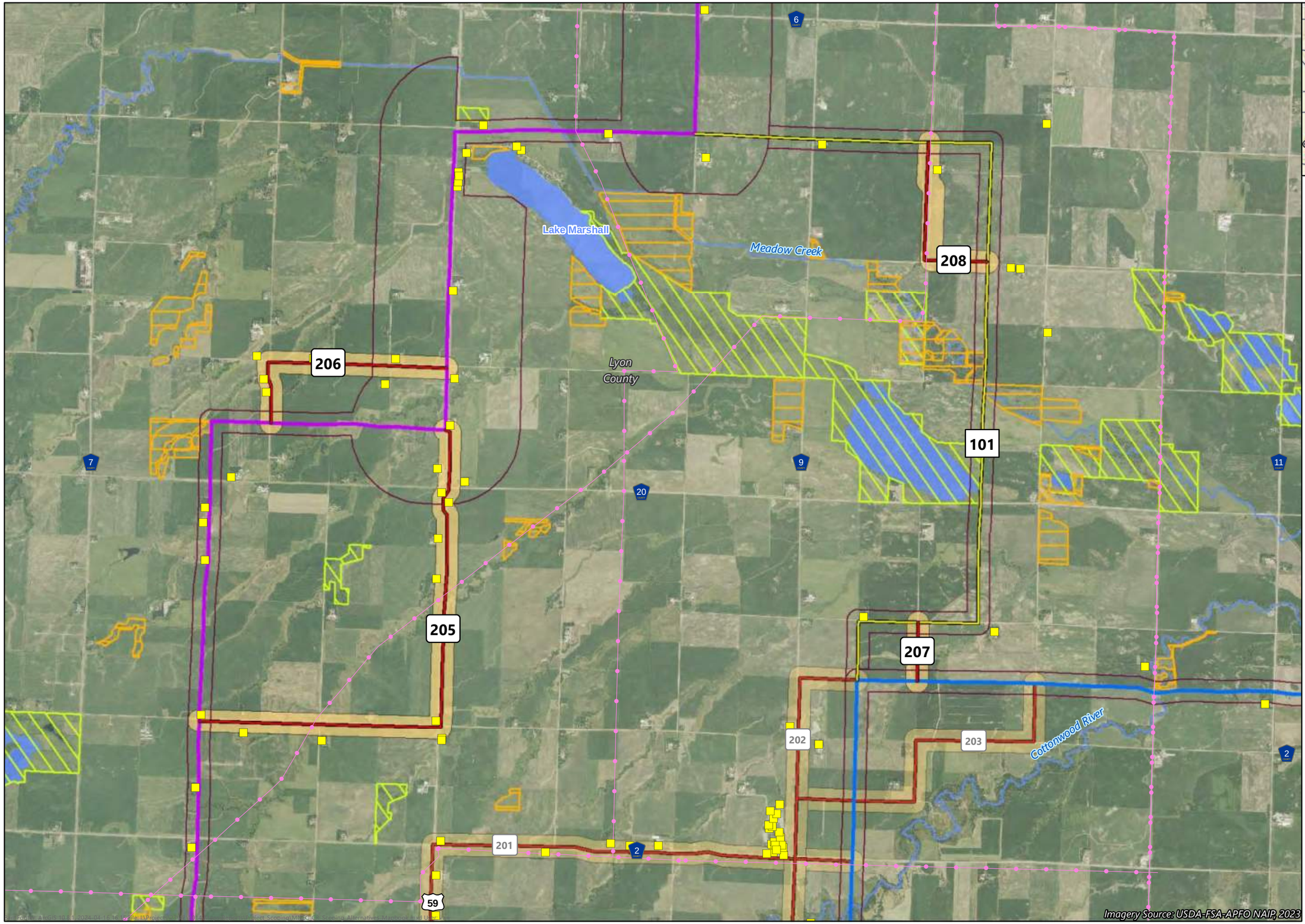
Alternatives
- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- Proposed Substation
- Existing Transmission Line
- Municipal Boundary
- PWI Waterway
- PWI Basin

Owner Type
- Federal Land
- State Land
- Local Land

Feet
0 2,000 4,000

Map 2.1

ROUTE SEGMENTS 201 - 204
Scoping Alternatives
Minnesota Energy
Connection Project





Proposed Routes
- Blue Route
- Purple Route
- Route Connector
- Proposed Route Width

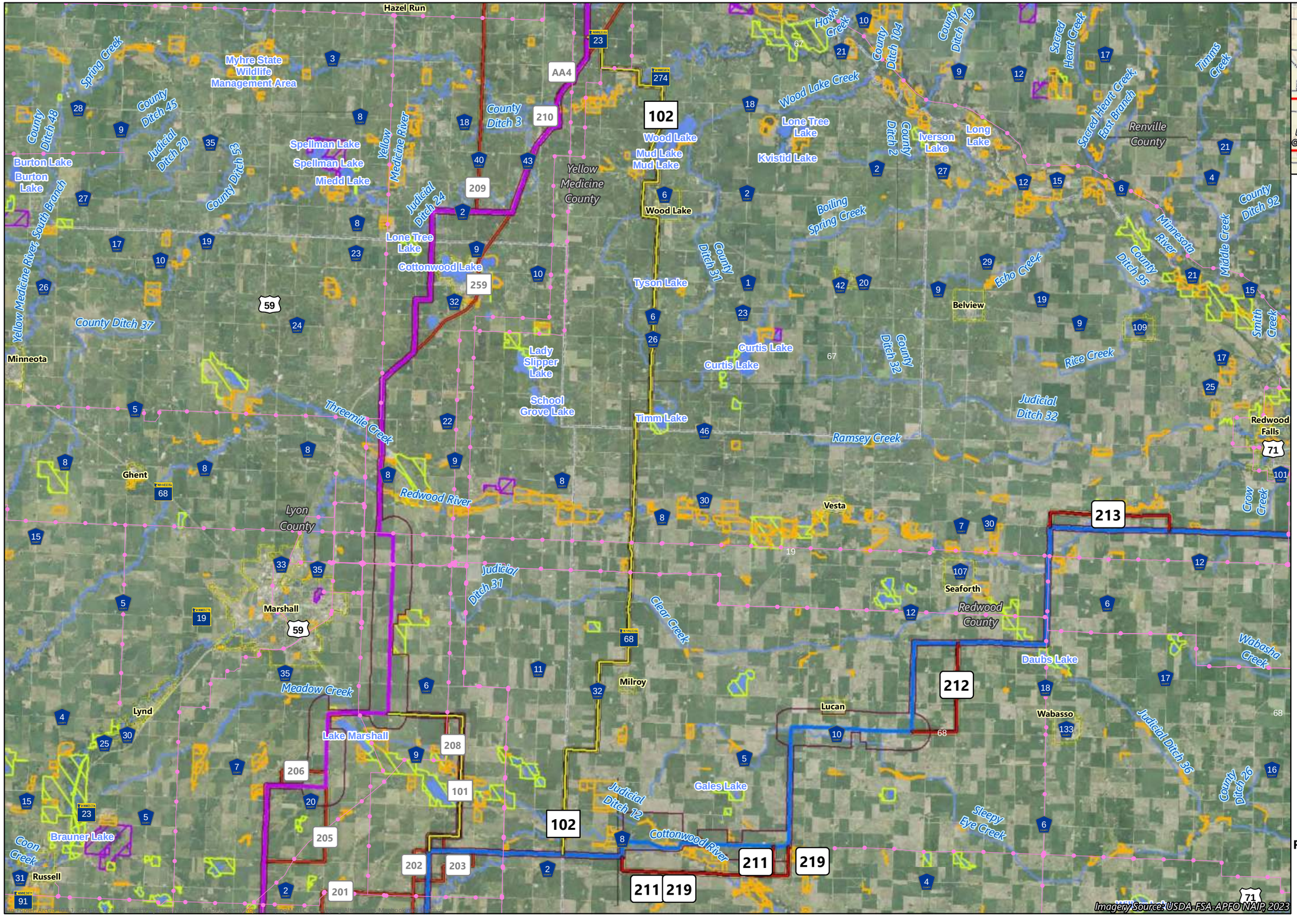
Alternatives
- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- Existing Transmission Line
- PWI Waterway
- PWI Basin

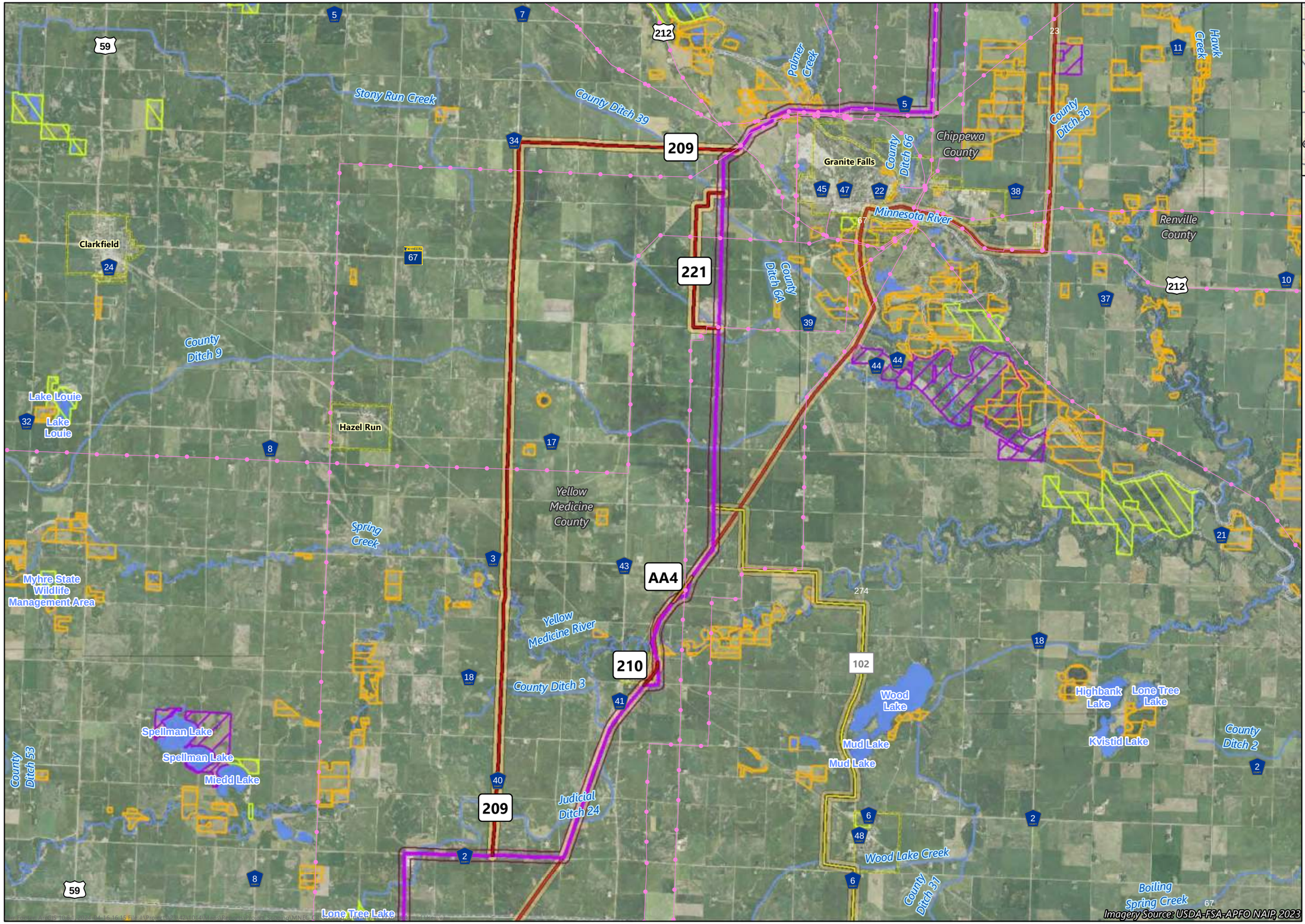
Owner Type
- State Land
- Local Land

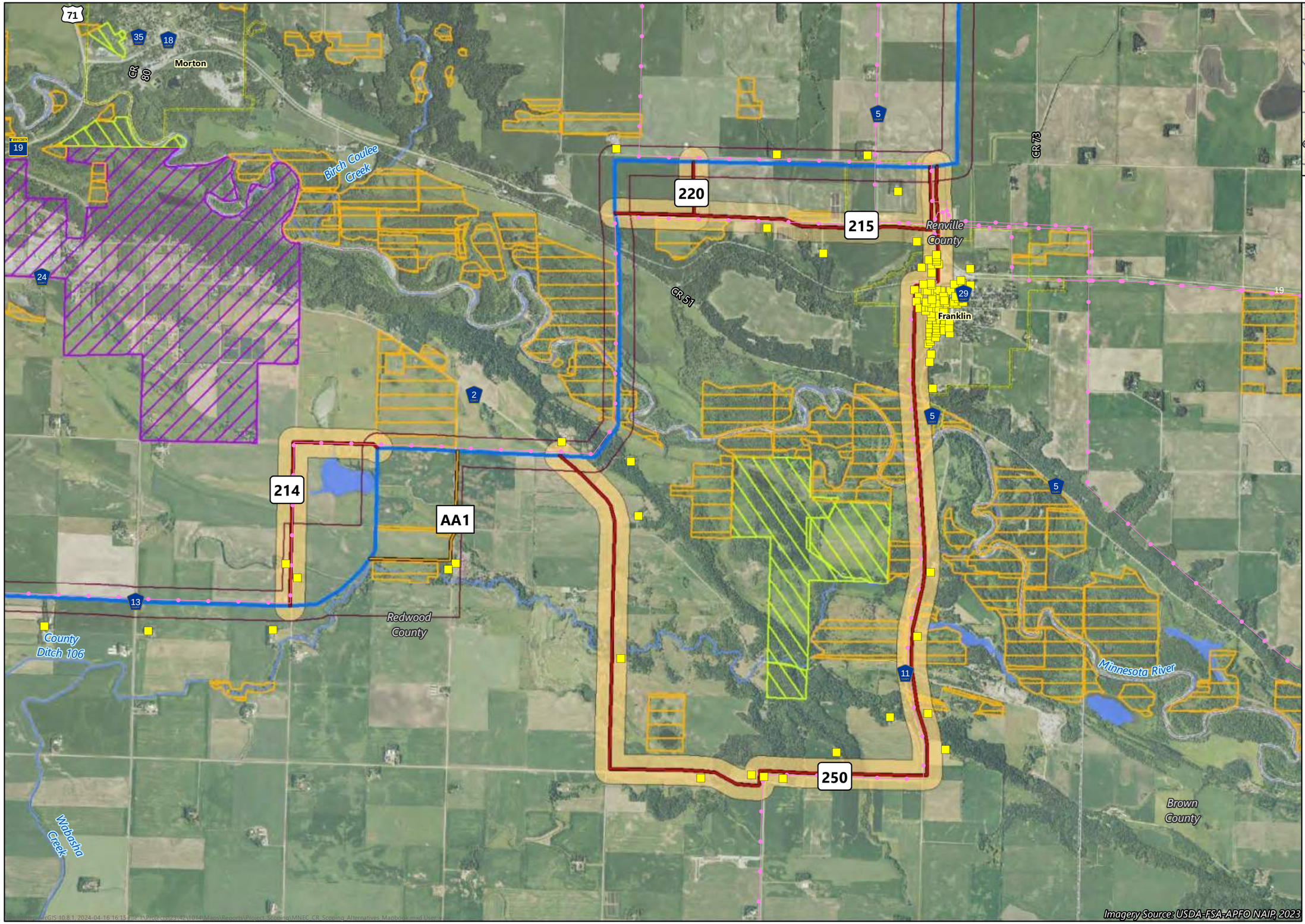
Feet
0 2,000 4,000

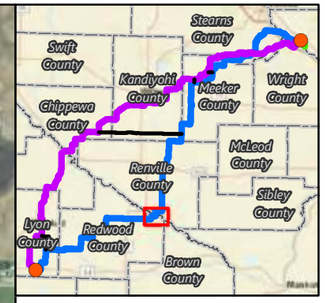
Map 2.2

ROUTE CONNECTORS 101
ROUTE SEGMENTS 205 - 208
Scoping Alternatives
Minnesota Energy
Connection Project


Hazel Run
Spring Creek
Myhre State Wildlife Management Area
County Ditch 48
County Ditch 45
Judicial Ditch 20
Burton Lake
Burton Lake
Yellow Medicine River, South Branch
County Ditch 53
Spellman Lake
Spellman Lake
Miedd Lake
Yellow Medicine River
County Ditch 3
Judicial Ditch 24
Lone Tree Lake
Cottonwood Lake
AA4
210
209
259
59
23
274
102
Wood Lake
Mud Lake
Mud Lake
Wood Lake
Yellow Medicine County
Tyson Lake
Lady Slipper Lake
School Grove Lake
Timm Lake
Curtis Lake
Curtis Lake
County Ditch 31
Boiling Spring Creek
Wood Lake Creek
Lone Tree Lake
Kvistid Lake
County Ditch 2
Iverson Lake
Long Lake
Hawk Creek
County Ditch 104
County Ditch 119
Sacred Heart Creek
Sacred Heart Creek, East Branch
Timms Creek
Renville County
Belview
Echo Creek
County Ditch 95
Minnesota River
Middle Creek
County Ditch 92
Smith Creek
Rice Creek
Judicial Ditch 32
County Ditch 32
Ramsey Creek
Redwood Falls
71
Minneota
County Ditch 37
Threemile Creek
Ghent
68
Lyon County
Redwood River
Marshall
59
Meadow Creek
Lynd
Lake Marshall
Brauner Lake
Coon Creek
Russell
91
Judicial Ditch 31
Clear Creek
Milroy
Vesta
Seaforth
Redwood County
Daubs Lake
Lucan
Wabasso
Judicial Ditch 36
Gales Lake
Judicial Ditch 12
Cottonwood River
Sleepy Eye Creek
County Ditch 26
Wabasha Creek
Crow Creek
213
212
211
219
206
208
101
205
202
203
201
Imagery Source: USDA-FSA-APFO NAIP, 2023
Stearns County
Swift County
Kandiyohi County
Meeker County
Wright County
Chippewa County
McLeod County
Renville County
Sibley County
Lyon County
Redwood County
Brown County
Proposed Routes
Blue Route
Purple Route
Route Connector
Proposed Route Width
Alternatives
Alignment
Route Connector
Route Segment
Alternative Width
Existing Transmission Line
Municipal Boundary
PWI Waterway
PWI Basin
Owner Type
Federal Land
State Land
Local Land
Miles
0 1.5 3
Map 2.3
ROUTE CONNECTOR 102
ROUTE SEGMENTS 211-213 & 219
Scoping Alternatives
Minnesota Energy Connection Project


Stony Run Creek
County Ditch 39
Palmer Creek
Hawk Creek
County Ditch 36
County Ditch 66
Chippewa County
Granite Falls
Minnesota River
Renville County
Clarkfield
County Ditch 9
Lake Louie
Hazel Run
County Ditch 6A
209
221
AA4
210
Yellow Medicine County
Spring Creek
Yellow Medicine River
County Ditch 3
Myhre State Wildlife Management Area
Spellman Lake
Miedd Lake
County Ditch 53
Judicial Ditch 24
Wood Lake
Mud Lake
Highbank Lake
Lone Tree Lake
Kvistid Lake
County Ditch 2
Wood Lake Creek
County Ditch 31
Boiling Spring Creek
Lone Tree Lake
Imagery Source: USDA-FSA-APFO NAIP, 2023
Stearns County
Swift County
Kandiyohi County
Meeker County
Wright County
McLeod County
Renville County
Sibley County
Lyon County
Redwood County
Brown County
Proposed Routes
Purple Route
Proposed Route Width
Alternatives
Alignment
Route Connector
Route Segment
Alternative Width
Existing Transmission Line
Municipal Boundary
PWI Waterway
PWI Basin
Owner Type
Federal Land
State Land
Local Land
Feet
0 4,000 8,000
Map 2.4
ROUTE SEGMENTS 209, 210, & 221
ALIGNMENT ALTERNATIVE AA4
Scoping Alternatives
Minnesota Energy Connection Project





Proposed Routes

- Blue Route
- Proposed Route Width

Alternatives

- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- Existing Transmission Line
- Municipal Boundary
- PWI Waterway
- PWI Basin

Owner Type

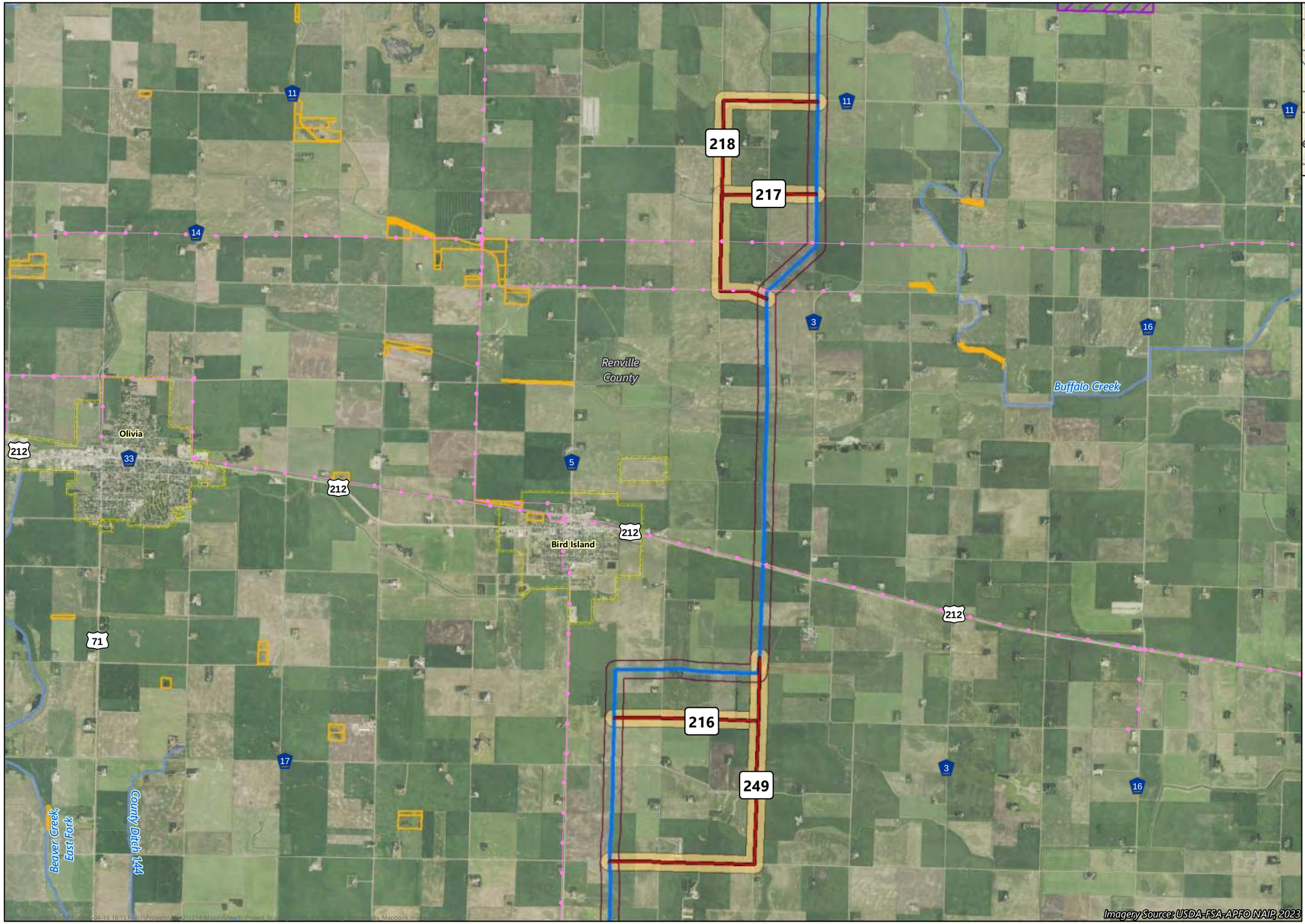
- Federal Land
- State Land
- Local Land

Feet
0 1,500 3,000

Map 2.5

ROUTE SEGMENTS 214, 215, 220, & 250 ALIGNMENT ALTERNATIVE AA1

Scoping Alternatives
Minnesota Energy Connection Project





Proposed Routes

- Blue Route
- Proposed Route Width

Alternatives

- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Existing Transmission Line
- Municipal Boundary
- PWI Waterway

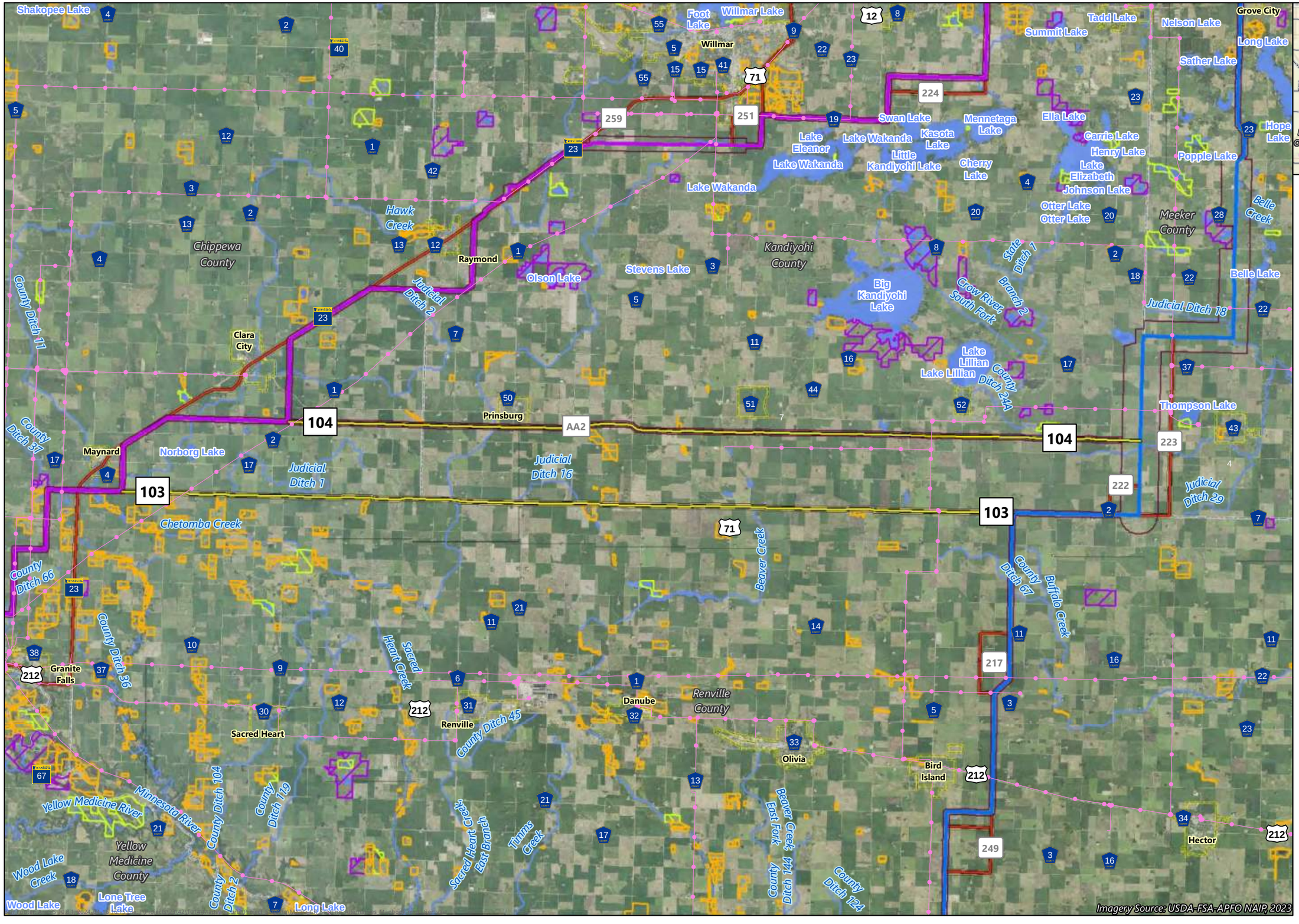
Owner Type

- Federal Land
- Local Land

Feet
0 2,500 5,000

Map 2.6

ROUTE SEGMENTS 216 - 218, & 249
Scoping Alternatives
Minnesota Energy Connection Project



Proposed Routes

- Blue Route
- Purple Route
- Route Connector
- Proposed Route Width

Alternatives

- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Existing Transmission Line
- Municipal Boundary
- PWI Waterway
- PWI Basin

Owner Type

- Federal Land
- State Land
- Local Land

Miles

0 1.5 3

Map 2.7

ROUTE CONNECTOR 103 & 104
Scoping Alternatives
Minnesota Energy Connection Project





Proposed Routes

- Route Connector
- Proposed Route Width

Alternatives

- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location

Owner Type

- Local Land

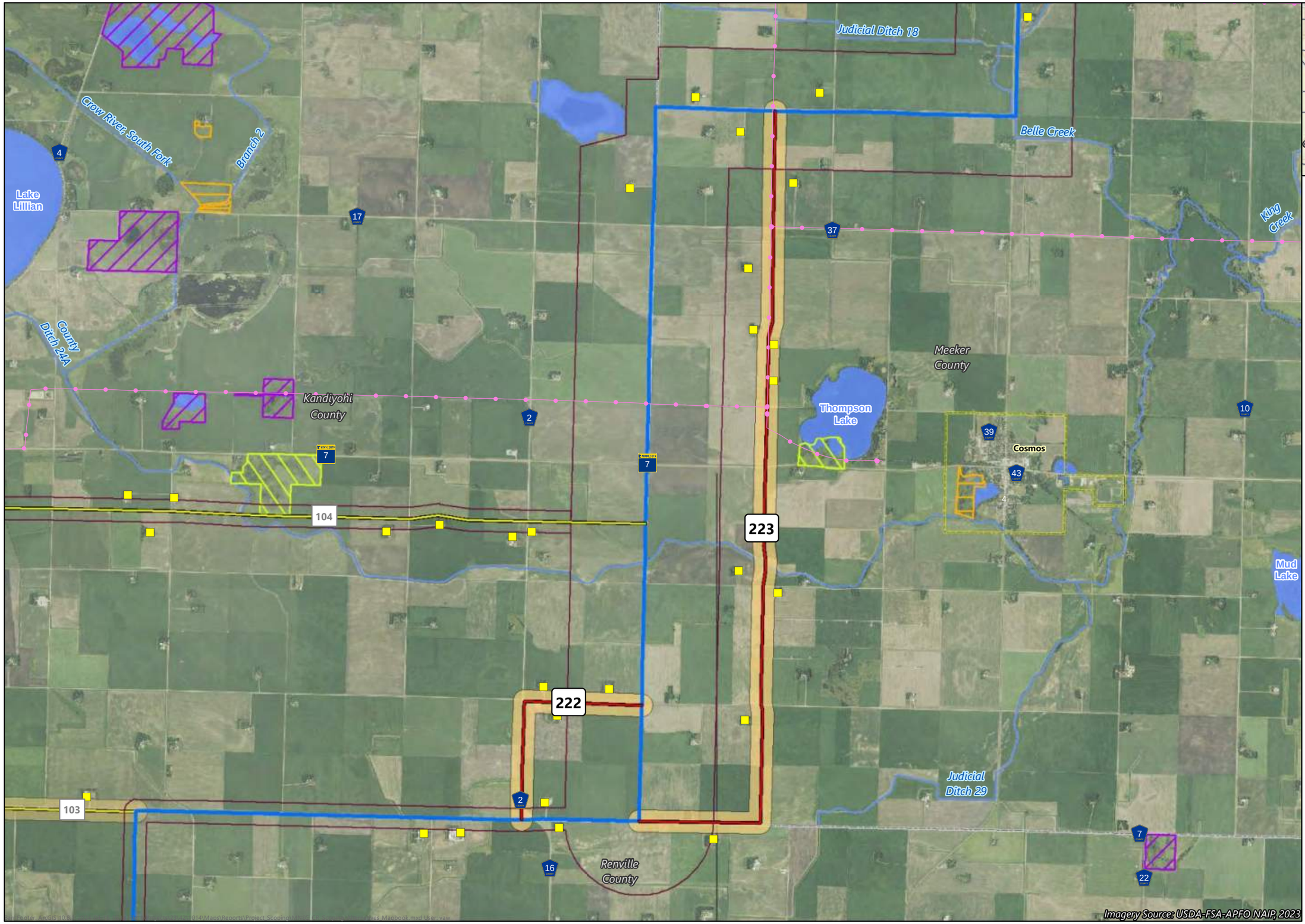
Feet

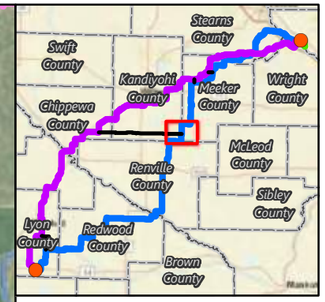
0 200 400

Map 2.8

ALIGNMENT ALTERNATIVE AA2

Scoping Alternatives
Minnesota Energy
Connection Project





Proposed Routes

- Blue Route
- Route Connector
- Proposed Route Width

Alternatives

- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- Existing Transmission Line
- Municipal Boundary
- PWI Waterway
- PWI Basin

Owner Type

- Federal Land
- State Land
- Local Land

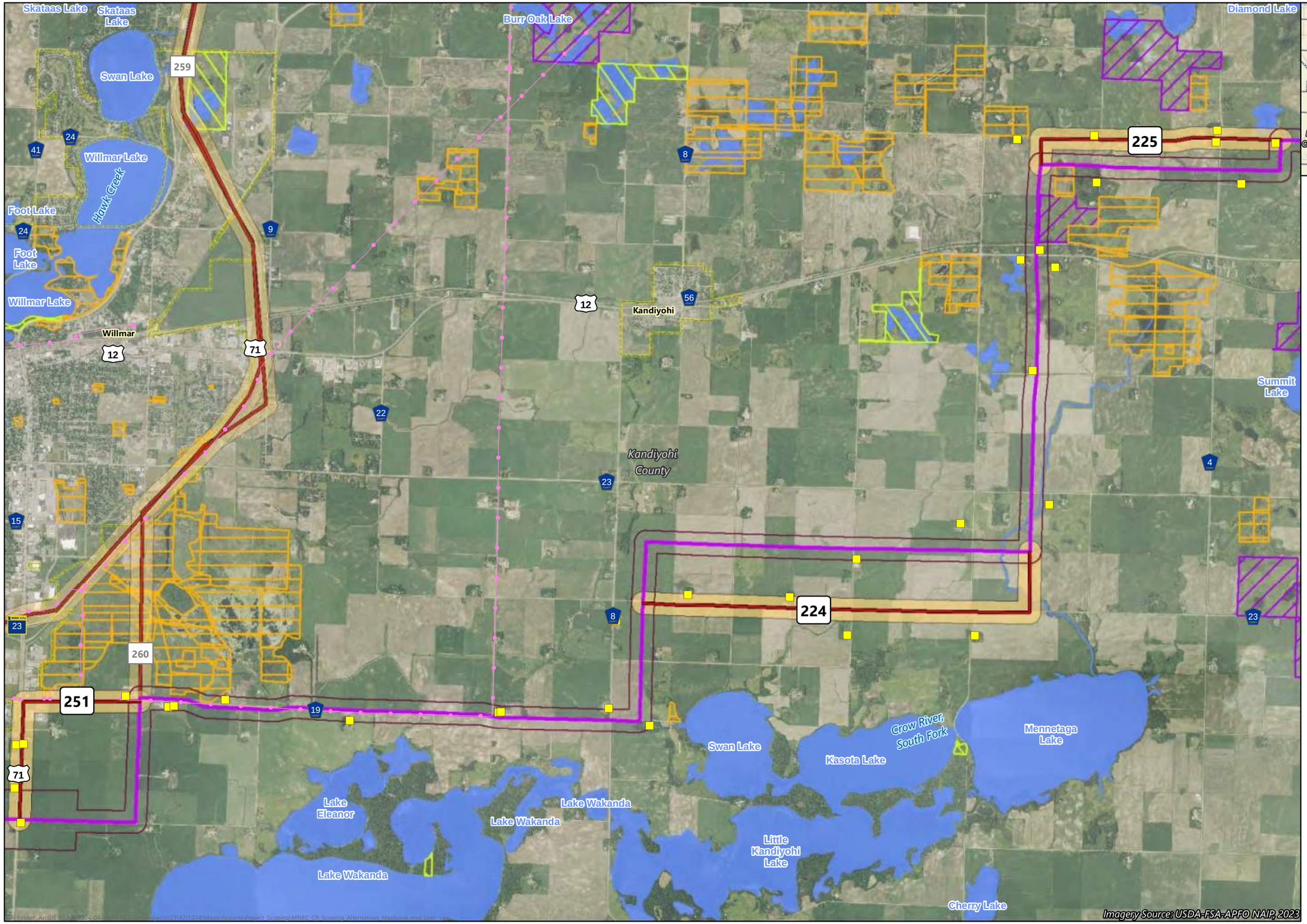
Feet

0 2,000 4,000

Map 2.9

ROUTE SEGMENT 222 & 223
Scoping Alternatives
Minnesota Energy
Connection Project

Imagery Source: USDA-FSA-APFO NAIP, 2023





Proposed Routes

- Purple Route
- Proposed Route Width

Alternatives

- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- Existing Transmission Line
- Municipal Boundary
- PWI Waterway
- PWI Basin

Owner Type

- Federal Land
- State Land
- Local Land

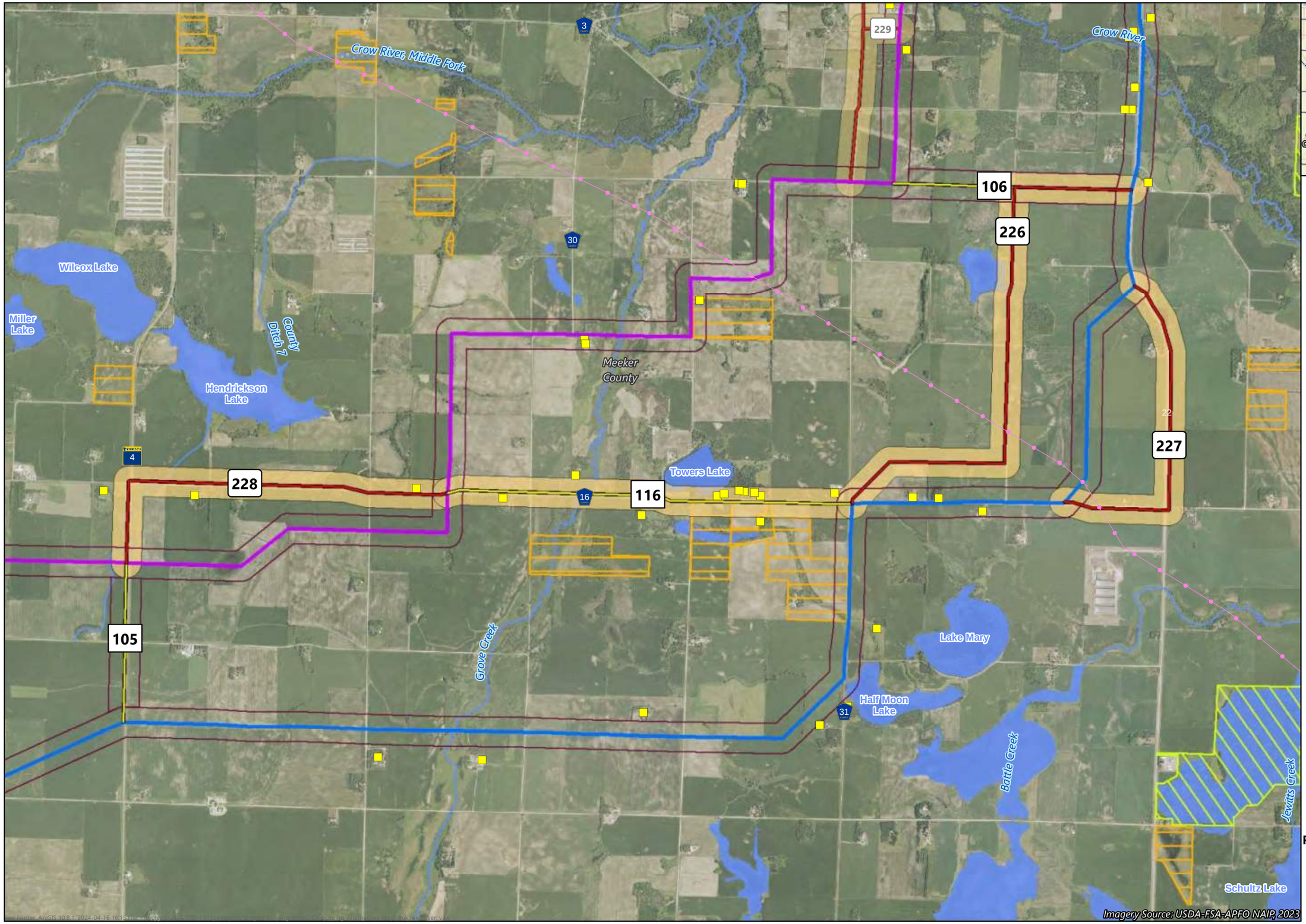
Feet

0 2,000 4,000

Map 2.10

ROUTE SEGMENTS 224, 225, & 251

Scoping Alternatives
Minnesota Energy
Connection Project





Proposed Routes

- Blue Route
- Purple Route
- Route Connector
- Proposed Route Width

Alternatives

- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- Existing Transmission Line
- PWI Waterway
- PWI Basin

Owner Type

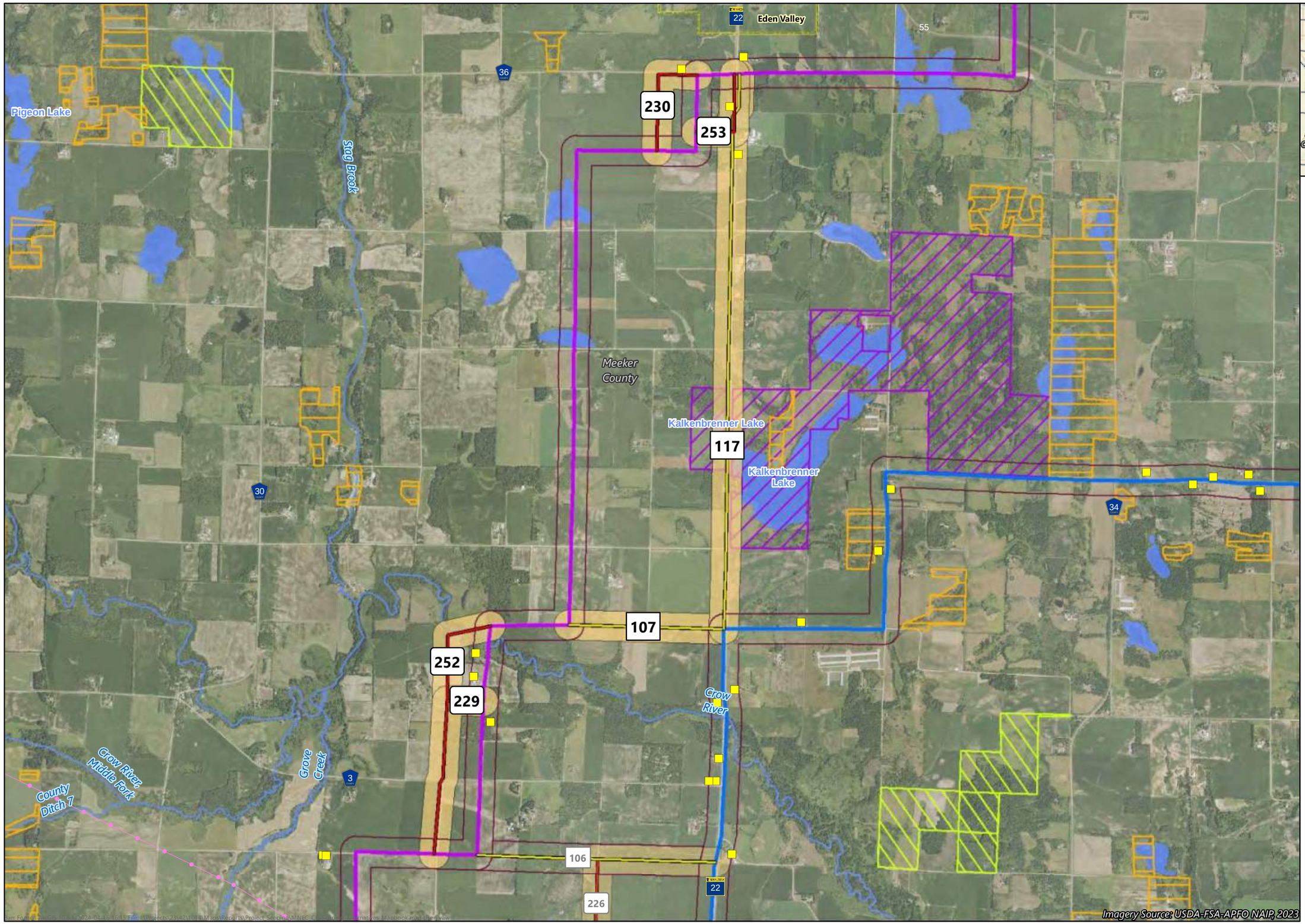
- State Land
- Local Land

Feet

0 1,500 3,000

Map 2.11

ROUTE CONNECTOR 105, 106, & 116
ROUTE SEGMENT 226 - 228
Scoping Alternatives
Minnesota Energy Connection Project





Proposed Routes
- Blue Route
- Purple Route
- Route Connector
- Proposed Route Width

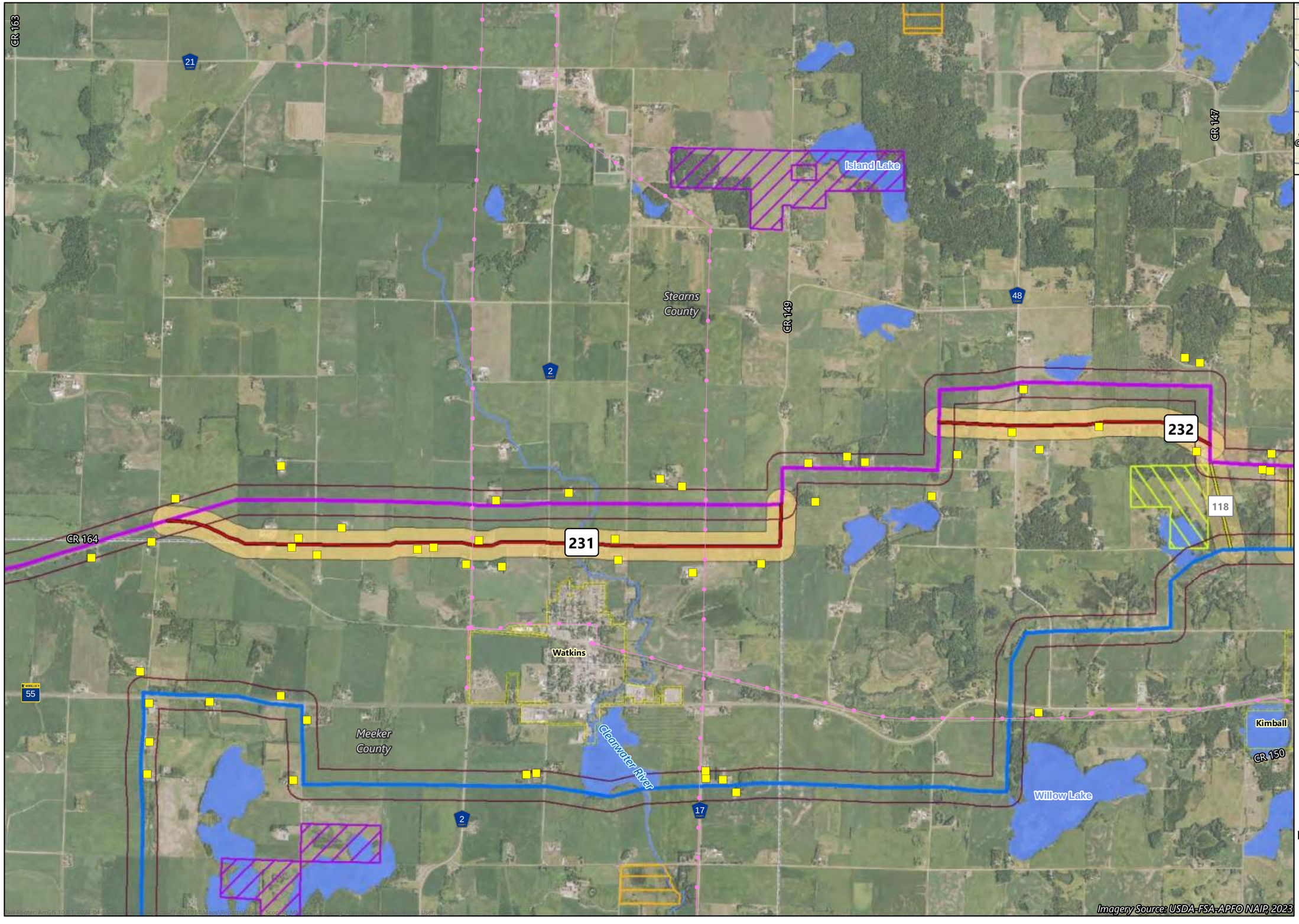
Alternatives
- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- Existing Transmission Line
- Municipal Boundary
- PWI Waterway
- PWI Basin

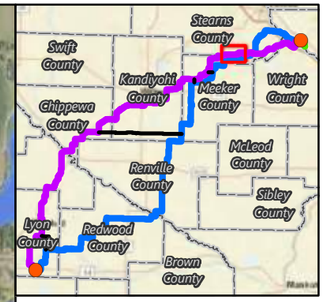
Owner Type
- Federal Land
- State Land
- Local Land

Feet
0 1,500 3,000

Map 2.12

ROUTE CONNECTORS 107 & 117
ROUTE SEGMENTS 229, 230, 252, & 253
Scoping Alternatives
Minnesota Energy Connection Project





Proposed Routes
- Blue Route
- Purple Route
- Proposed Route Width

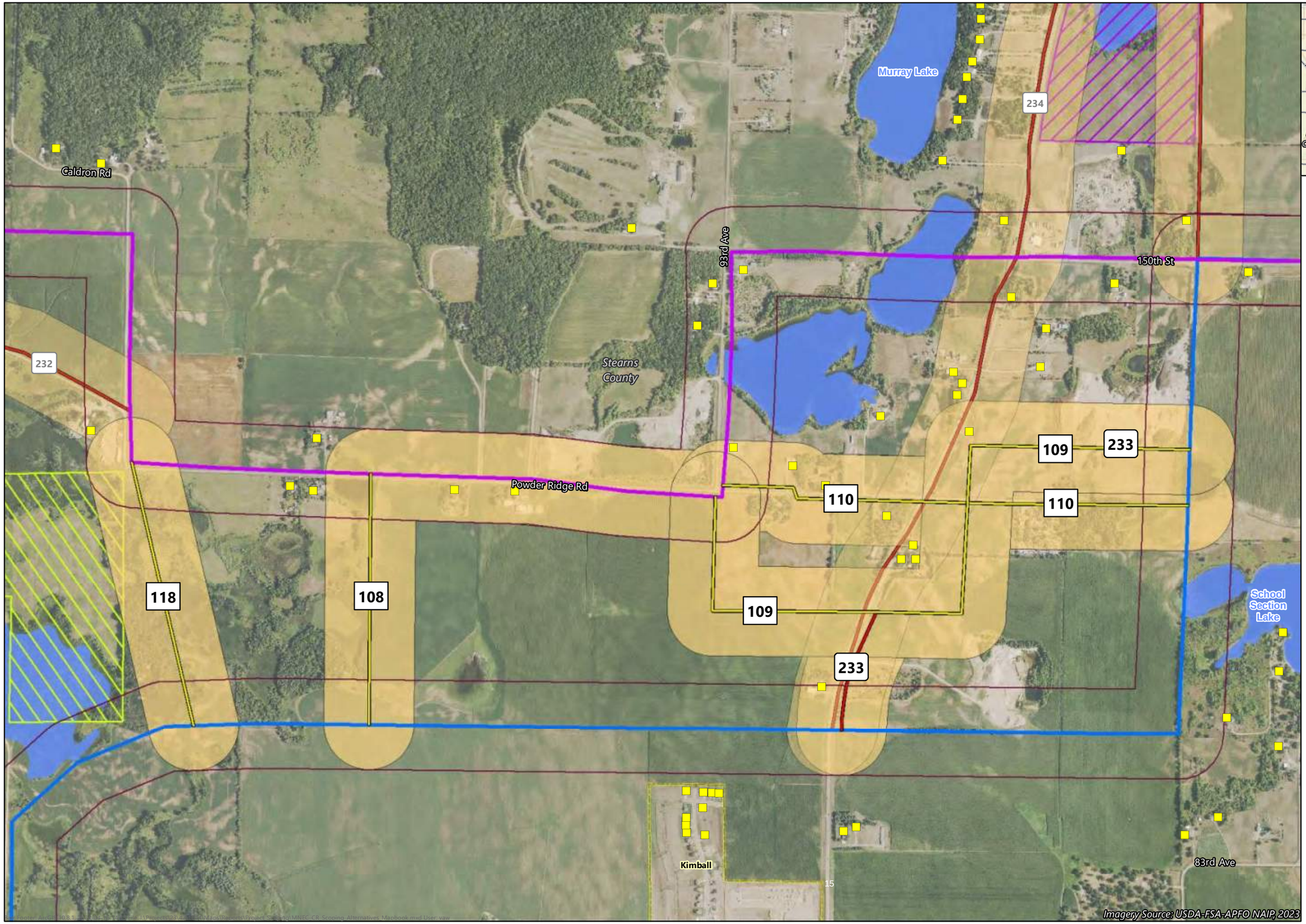
Alternatives
- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- Existing Transmission Line
- Municipal Boundary
- PWI Waterway
- PWI Basin

Owner Type
- Federal Land
- State Land
- Local Land

Feet
0 1,500 3,000

Map 2.13

ROUTE SEGMENTS 231 & 232
Scoping Alternatives
Minnesota Energy
Connection Project





Proposed Routes

- Blue Route
- Purple Route
- Proposed Route Width

Alternatives

- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- Municipal Boundary
- PWI Basin

Owner Type

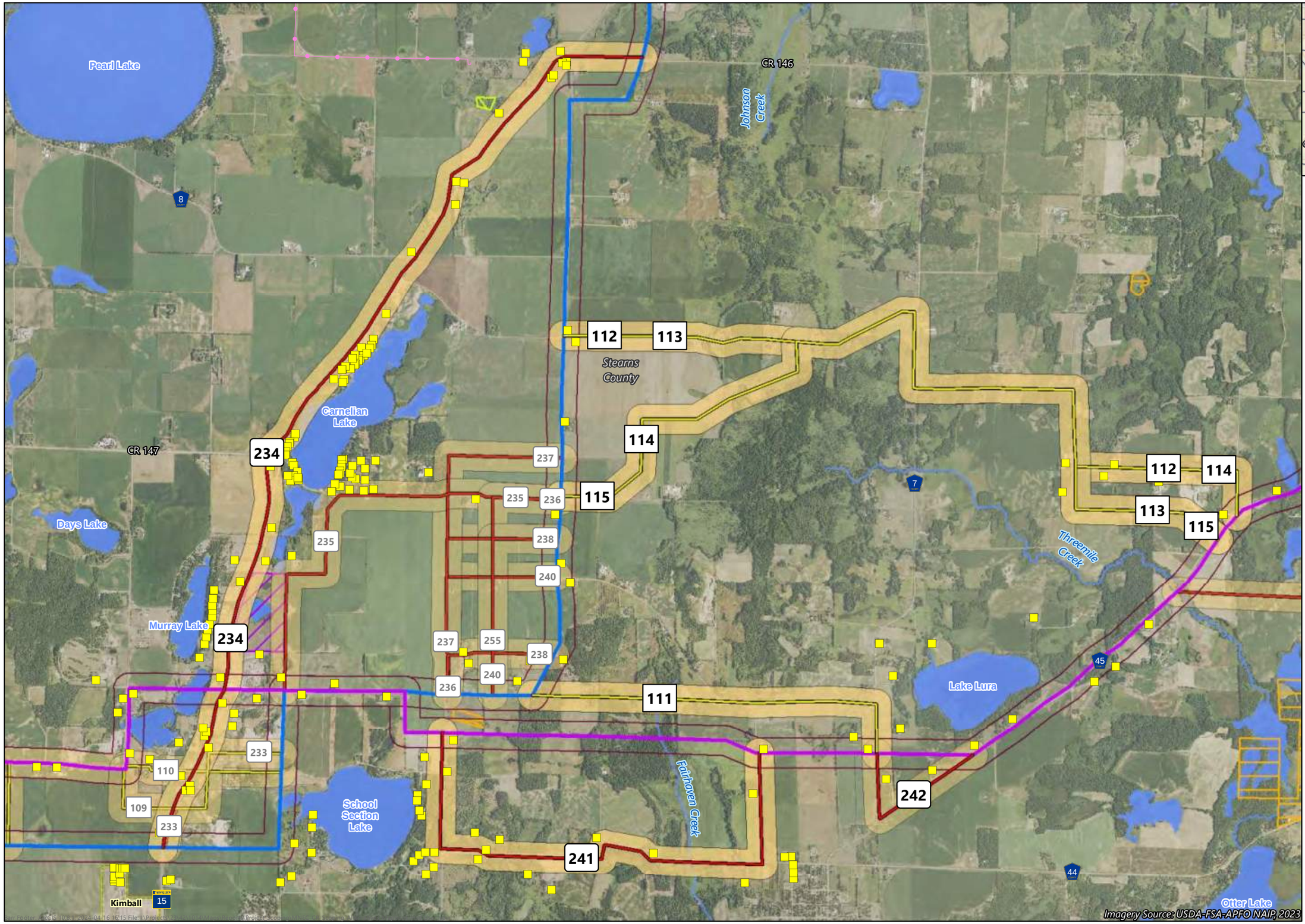
- Federal Land
- State Land

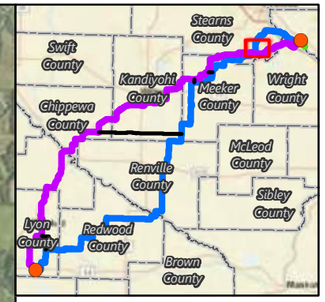
Feet

0 500 1,000

Map 2.14

ROUTE CONNECTORS 108 - 110, & 118
ROUTE SEGMENT 233
Scoping Alternatives
Minnesota Energy Connection Project





Proposed Routes
- Blue Route
- Purple Route
- Proposed Route Width

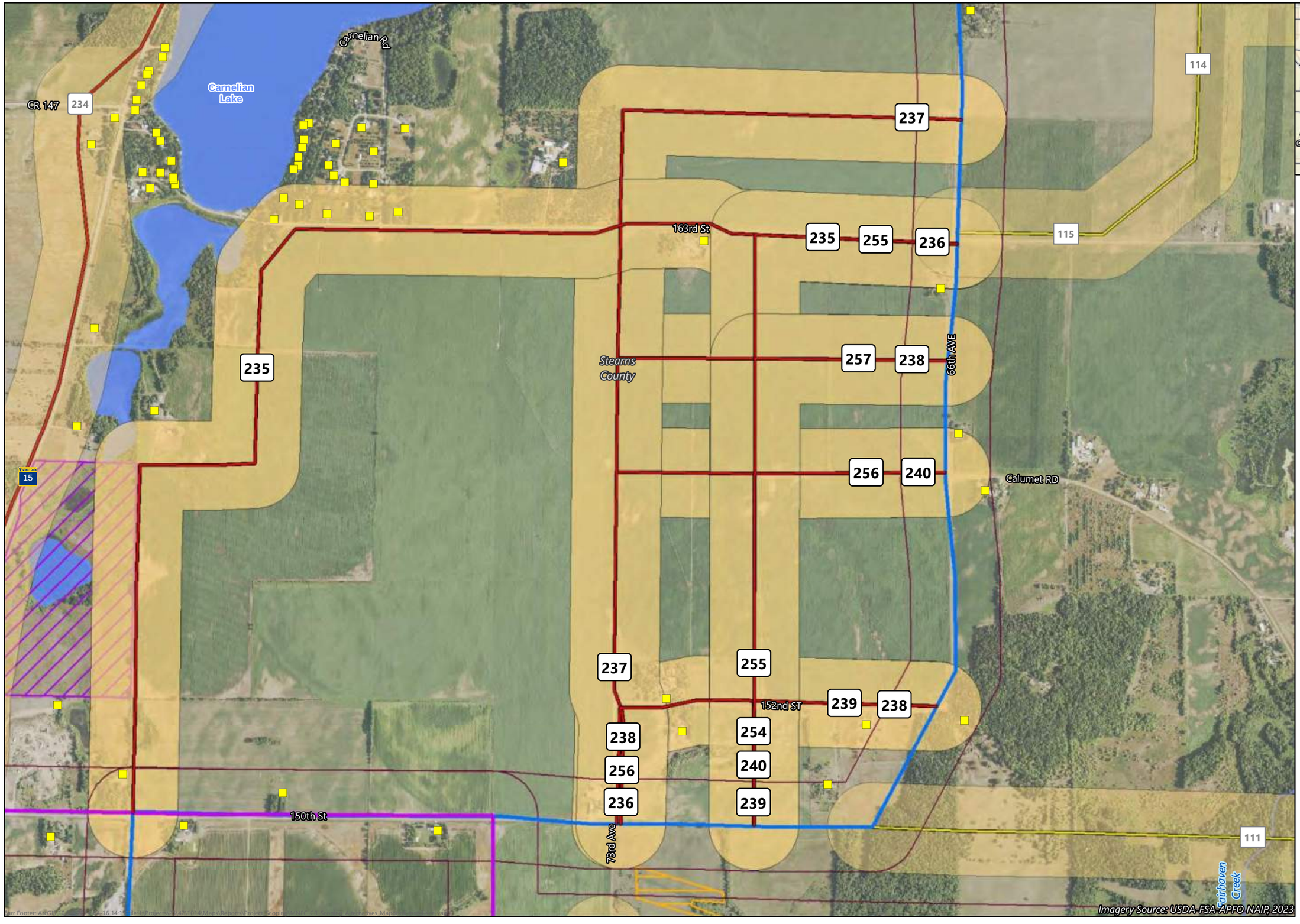
Alternatives
- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- Existing Transmission Line
- Municipal Boundary
- PWI Waterway
- PWI Basin

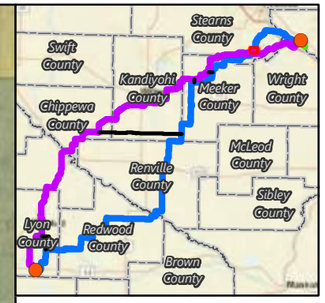
Owner Type
- Federal Land
- State Land
- Local Land

Feet
0 1,500 3,000

Map 2.15

ROUTE CONNECTORS 111 - 115
ROUTE SEGMENTS 234, 241, & 242
Scoping Alternatives
Minnesota Energy Connection Project





Proposed Routes
- Blue Route
- Purple Route
- Proposed Route Width

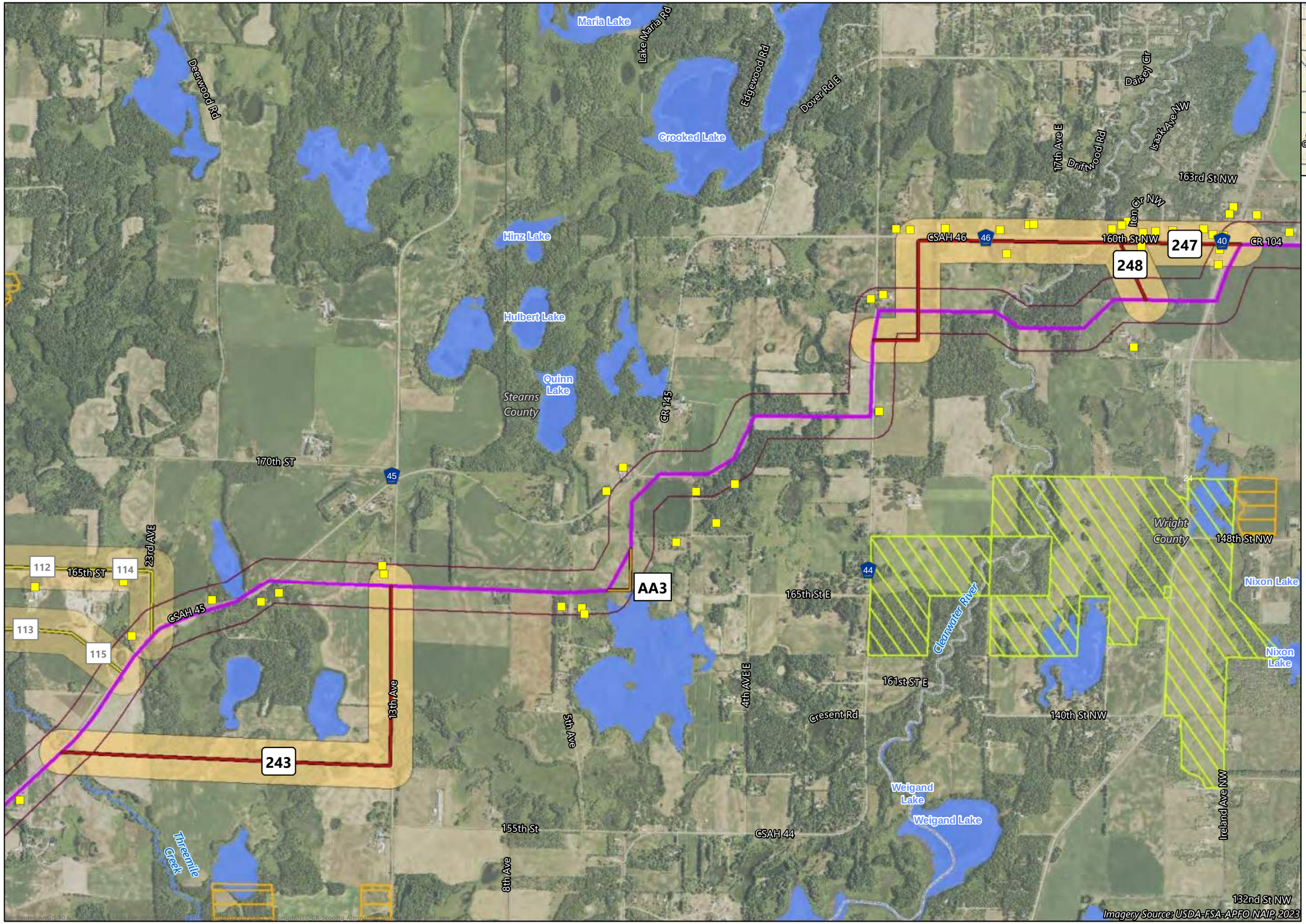
Alternatives
- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- PWI Waterway
- PWI Basin

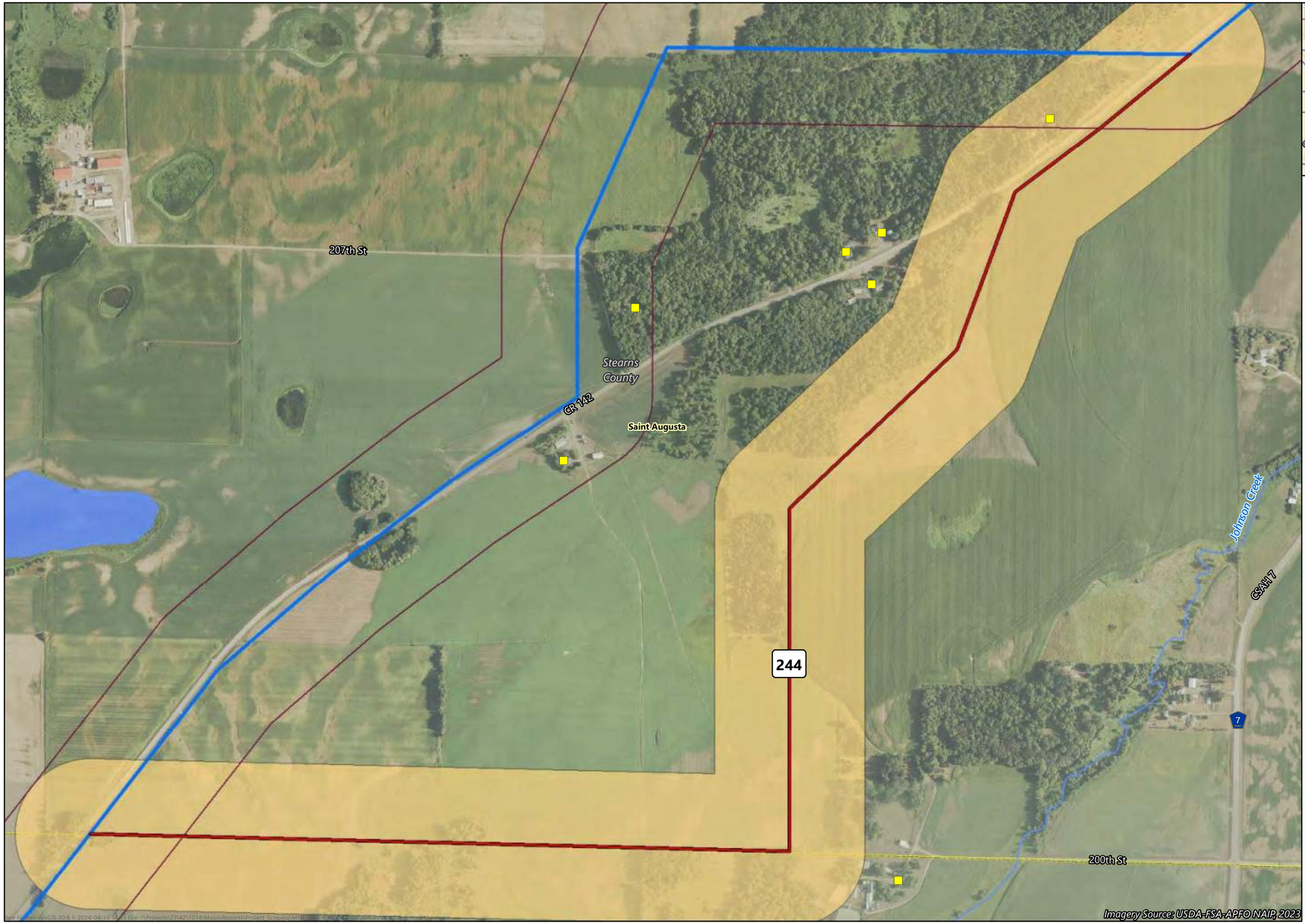
Owner Type
- Federal Land
- Local Land

Feet
0 500 1,000

Map 2.16

ROUTE SEGMENTS 235 - 240, & 254 - 257
Scoping Alternatives
Minnesota Energy Connection Project


Maria Lake
Lake Maria Rd
Edgewood Rd
Dover Rd E
Deerwood Rd
Crooked Lake
Daisy Cir
17th Ave E
Driftwood Rd
Isaak Ave NW
163rd St NW
Ten Cir NW
CSAH 46
46
160th St NW
247
40
CR 104
248
Hinz Lake
Hulbert Lake
Quinn Lake
Stearns County
CR 145
170th ST
45
23rd AVE
112
165th ST
114
113
115
CSAH 45
AA3
243
13th Ave
5th Ave
4th AVE E
165th St E
44
Clearwater River
Wright County
148th St NW
Nixon Lake
Nixon Lake
161st ST E
Cresent Rd
140th St NW
Weigand Lake
Weigand Lake
155th St
CSAH 44
8th Ave
Threemile Creek
Ireland Ave NW
132nd St NW
Imagery Source: USDA-FSA-APFO NAIP, 2023
Stearns County
Swift County
Kandiyohi County
Meeker County
Wright County
Chippewa County
McLeod County
Renville County
Sibley County
Lyon County
Redwood County
Brown County
Proposed Routes
Purple Route
Proposed Route Width
Alternatives
Alignment
Route Connector
Route Segment
Alternative Width
Residence Location
PWI Waterway
PWI Basin
Owner Type
State Land
Local Land
Feet
0 1,000 2,000
Map 2.17
ROUTE SEGMENTS 243, 247, & 248
ALIGNMENT ALTERNATIVE AA3
Scoping Alternatives
Minnesota Energy Connection Project





Proposed Routes

- Blue Route
- Proposed Route Width

Alternatives

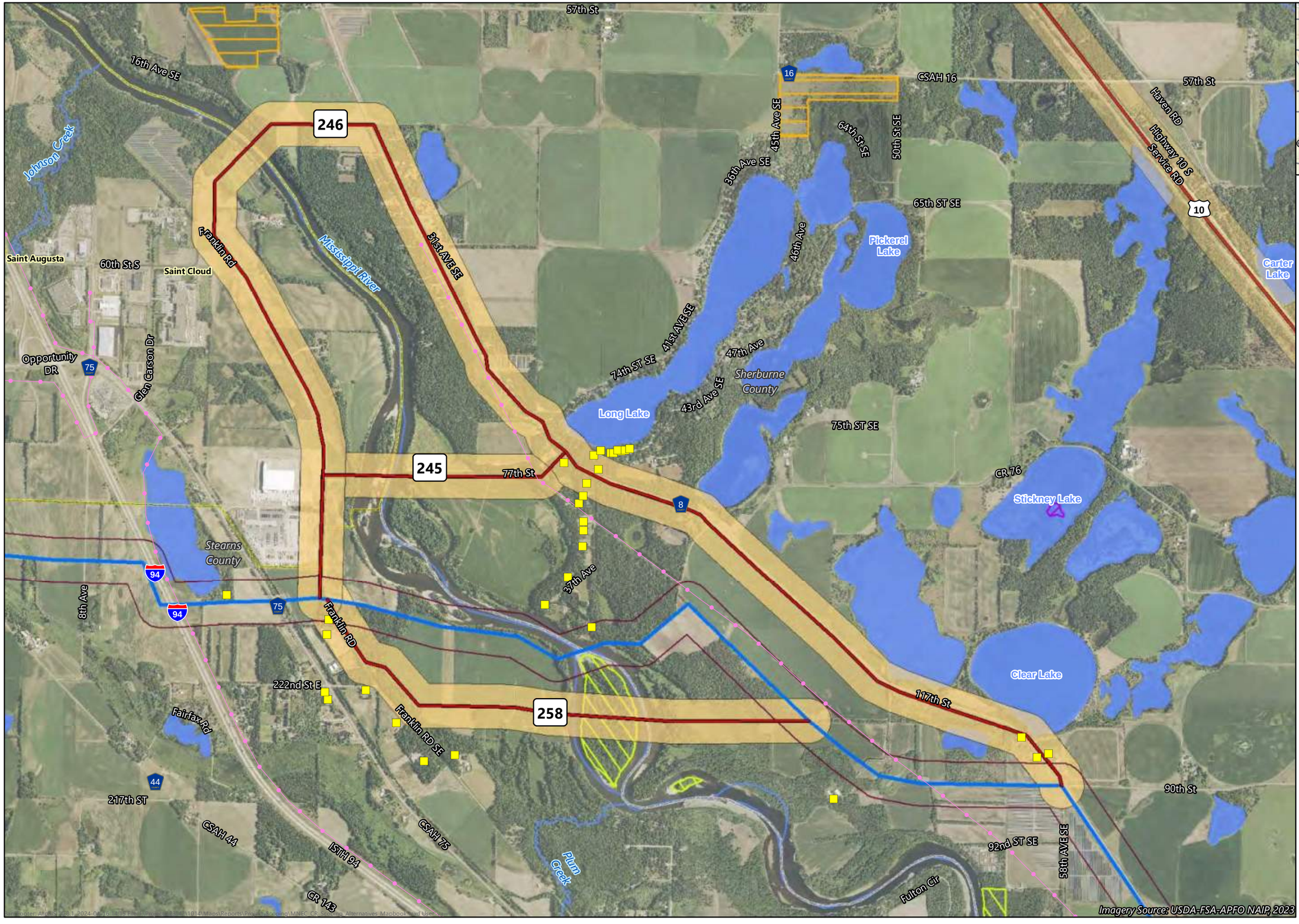
- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- Municipal Boundary
- PWI Waterway
- PWI Basin

Feet

0 300 600

Map 2.18

ROUTE SEGMENT 244
Scoping Alternatives
Minnesota Energy
Connection Project



Proposed Routes

- Blue Route
- Proposed Route Width

Alternatives

- Alignment
- Route Connector
- Route Segment
- Alternative Width
- Residence Location
- Existing Transmission Line
- Municipal Boundary
- PWI Waterway
- PWI Basin

Owner Type

- Federal Land
- State Land
- Local Land

N

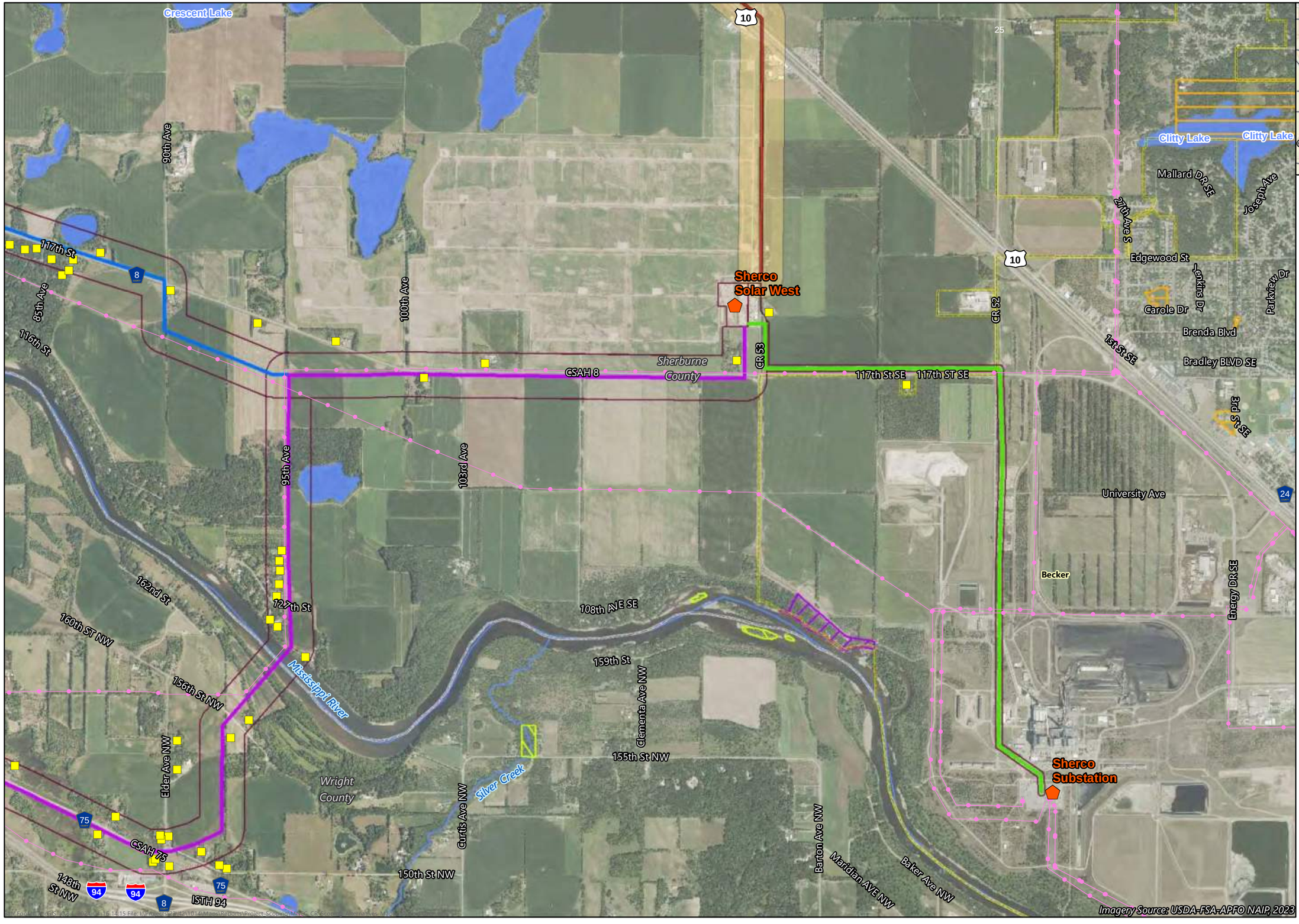
Feet

0 1,000 2,000

Map 2.19

ROUTE SEGMENTS 245, 246, & 258

Scoping Alternatives
Minnesota Energy
Connection Project


Crescent Lake
10
25
90th Ave
117th St
8
85th Ave
116th St
100th Ave
Sherco
Solar West
Sherburne
County
CSAH 8
GR 53
117th St SE
117th ST SE
GR 52
10
Clitty Lake
Clitty Lake
Mallard DR SE
Joseph Ave
27th Ave S
Edgewood St
Jerkins Dr
Carole Dr
Brenda Blvd
Bradley BLVD SE
Parkview Dr
1st St SE
3rd St SE
University Ave
24
Becker
Energy DR SE
95th Ave
103rd Ave
162nd St
127th St
160th ST NW
108th AVE SE
159th St
156th St NW
Mississippi River
Clementa Ave NW
155th St NW
Elder Ave NW
Wright
County
Silver Creek
Curtis Ave NW
Barton Ave NW
Meridian AVE NW
Baker Ave NW
75
CSAH 75
148th
St NW
94
94
8
75
ISTH 94
150th St NW
Sherco
Substation
Imagery Source: USDA-FSA-APFO NAIP, 2023
Stearns
County
Swift
County
Kandiyohi
County
Meeker
County
Wright
County
Chippewa
County
McLeod
County
Renville
County
Sibley
County
Lyon
County
Redwood
County
Brown
County
Proposed Routes
Blue Route
Purple Route
Green Segment
Proposed Route Width
Alternatives
Alignment
Route Connector
Route Segment
Alternative Width
Residence Location
Existing Substation
Existing Transmission Line
Municipal Boundary
PWI Waterway
PWI Basin
Owner Type
Federal Land
State Land
Local Land
N
Feet
0
1,000
2,000
Map 2.20
GREEN SEGMENT
Scoping Alternatives
Minnesota Energy
Connection Project

Appendix B

Comments on the Draft EIS and Responses

This appendix contains the written and verbal comments received on the draft Environmental Impact Statement (EIS) for the Minnesota Energy Connection Project (project), and responses to these comments by Department of Commerce, Energy Environmental Review and Analysis (EERA) staff. The draft EIS was issued October 8, 2024. Comments on the draft were solicited through public meetings and a public comment period. The public comment period ended on November 25, 2024. A total of 306 written comments were received during this time from individuals, agencies, organizations, and companies.

During this same public comment period, the Minnesota Public Utilities Commission (Commission) held public and evidentiary hearings on the project. Comments made on the draft EIS during these hearings are also included in this appendix.

Written Comments

Written public comments and EERA's responses to those comments are compiled and presented in the attached comment-response table (Attachment B.1). Some of the responses include modifications to the EIS, as indicated in the responses. Modifications to the text of the EIS are denoted by a vertical line in the margin next to the text that has been modified.

The comment-response table is arranged by comment ID, which corresponds to the name of the agency, organization, company, or individual commenting. The first table in Attachment B.1 is alphabetized by the name of each agency, organization, and company first, and then by each individual's last name. The corresponding comment ID that is associated with each name can be used to identify particular comments and responses in the second table, the comment-response table.

Verbal Comments

During the draft EIS comment period, the public was invited to provide verbal comments at the following in-person and virtual public meetings/hearings:

- October 29, 2024, 11:00 a.m. open house; 12:00 p.m. formal hearing, Monticello
- October 29, 2024, 6:00 p.m., virtual
- October 30, 2024, 10:00 a.m. open house; 11:00 a.m. formal hearing, Litchfield
- October 30, 2024, 5:00 p.m. open house; 6:00 p.m. formal hearing, Kimball
- November 6, 2024, 10:00 a.m. open house; 11:00 a.m. formal hearing, Granite Falls
- November 6, 2024, 5:00 p.m. open house; 6:00 p.m. formal hearing, Olivia
- November 7, 2024, 10:00 a.m. open house; 11:00 a.m. formal hearing, Marshall
- November 7, 2024, 5:00 p.m. open house; 6:00 p.m. formal hearing, Redwood Falls

Transcripts of the public hearings are provided in Attachment B.2. Comments made on the draft EIS during the public hearings not answered during the hearings are answered in this appendix. These public hearing comments (comment ID's 307-315) and responses are included in Attachment B.1 of this appendix.

Attachments

Attachment B.1 Comment-Response Tables
Attachment B.2 Public hearings transcripts

Attachment B.1

Comment-Response Tables

Appendix B Scoping Comment Index
Minnesota Energy Connection Project (Docket No. 22-131 and 22-132)

Last Name	First Name	Additional Authors	Comment Number
Pfeiffer	Paul		280
Hoffer	Cora		150
Thelen	Rose		148
Bump	Samantha		177
Pranis	Kevin		144
Kuechle	Ronald	Dennis Loewen; David Lochen	105
Melville Township Board			74
Dull	Nathan		12
Egstad	Stacy Kotch		142
Youngkrantz	Jane		252
LaVoy	Mark		236
Xcel Energy			287
Abraham	Rosemary		87
Ahrenholz	Charise		17
Allen	Amy		254
Ammermann	Ryan		255
Anderson	Brent		256
Arnold	John		76
Arnold	Julie		77
Arnold	John		102
Arnold	Julie		103
Asfeld	Kenneth		78
Asfeld	Tami		79
Asfeld	Carla and Jeff		88
Asfeld	Tami		104
Asfeld	Kelli		155
Asfeld	Kelli		156
Barka	Jon		97
Barka	Jon		141
Barka	Jennifer		153
Barka	Jennifer		221
Barka	Judy		302
Beck	Dennis and Sara		80
Behrendt	Jason		216
Beito	Keith		222
Berres	Paige		157
Berres	Quinten		158
Bessingpas	Brian and Lindsey		223
Betzler	Steve		291
Binsfeld	Diane		151
Binsfeld	David		159
Binsfield	Michael		81
Binsfield	Diane		89
Bloom	Georgette		146
Bloom	Georgette		152
Bohlsen	Darwin		292
Bos	Mark		303
Braem	Lori		224
Brinkman	Brandon		154
Brovold	Nathanial and Jennifer		257
Bury	Patty		225
Buysse	Daniel and Deborah		57
Cabrera	Miguel and Shannon		168
Cabrera	Miguel and Shannon		169

Appendix B Scoping Comment Index
Minnesota Energy Connection Project (Docket No. 22-131 and 22-132)

Last Name	First Name	Additional Authors	Comment Number
Carlson	Gretchen		304
Christensen	Jennifer		170
Christensen	Wendy		253
Christensen	Kyle		258
Churchill	Abby		226
Combs	Vivian		259
Combs	Glen		260
Combs	Marilyn		261
Cremers	Scott		171
Cremers	Scott		172
Dallenbach	Catherine Juanita		263
Dallenbach	Valerie Facie		264
Dallenbach	Victoria Lynn Rasmussen		265
Dallenbach	Lisa		307
Dobberstein	Rhonda		173
Dockendorf	Lori		227
Dockendorf	Steve		228
Donay	Denise		58
Donay	Eric		59
Donay	Jordan		60
Donay	Joshua		61
Donnay	Henry		109
Donnay	Nicholas		110
Donnay	Brad and Leanne		121
Donnay	James and Elizabeth		122
Donnay	Walter		123
Donnay	Kevin and Erin		305
Doran	James and Michele		293
Doran	Spencer		294
Doran	Walkser		295
Durant	Karen		229
Durant	Karen		266
Finger	Duane		25
Foster	Matt and Abby		9
Foster	Matt and Abby		35
Fox	Benjamin		10
Fox	Benjamin		82
Fox	Ellie		83
Frank	Jacob		267
Frank	Nicole		268
Freedland	Jay		174
Freicks	Kallie		269
Gehrke	Byron		147
Gehrke	Byron		160
Gehrke	Earl		161
Gehrke	Kendra		162
Gehrke	Bryce		175
Geissler	Arlan		163
Gerdes	Scott		69
Greenslit	Brian and Gloria		131
Griffith	John		62
Griffith	Janet		124
Grossinger	Kathy		2
Gutwasser	Erin		230

Appendix B Scoping Comment Index
Minnesota Energy Connection Project (Docket No. 22-131 and 22-132)

Last Name	First Name	Additional Authors	Comment Number
Gutwasser	Erin		308
Haak	Tom		270
Hanna	Tina		262
Helgeson	Eric		164
Helgeson	Jaclyn		165
Hemish	Doris		272
Hennen	Ervin		112
Hentges	Julie		166
Hentges	Wayne		167
Hesse	Erin and Andy		111
Hilbert	Russ		33
Hilbert	Brent		36
Hilbert	Brent		273
Hillsgen	Troy		63
Hoffman	Scott and June		125
Hoffman	Dave and Lisa		231
Hoffman	Ryan		232
Hogan	Mark		274
Holtz	Carter		84
Honer	Adam		13
Honer	Jim		14
Honer	Janel Ann		15
Honer	Rachel		16
Hoye	Chris		85
Huberty	Marlene		64
Huberty	Roman		65
Huberty	Amanda		113
Huberty	Chad		114
Huset	Jacob		312
Husteft	Dann		19
Ingebrigtson	Deloris		181
Ingebrigtson Family			180
Jacobs	Joseph		1
Jensen	Branson		182
Jensen	Christine		183
Jensen	Patrick and Christine		184
Jensen	Patrick		185
Johnson	Dylan		86
Johnson	Travis		233
Johnson	Deron		275
Jorgenson	Ashley		276
Junkermeier	Jordan and Rachel		98
Karg	Bruce		234
Kemper	Diana		300
Kersten	Douglas and Dorothy		115
Kieke	Herb and Louise		277
Klaverkamp	Debra and Robert		43
Klaverkamp	Keith		44
Knoblauch	Loren		298
Korte	Candice		219
Kramer	Randy and Linda		116
Kronenberg	Utley and Patricia		45
Kronenberg	Utley		90
Kronenberg	Utley		235

Appendix B Scoping Comment Index
Minnesota Energy Connection Project (Docket No. 22-131 and 22-132)

Last Name	First Name	Additional Authors	Comment Number
Kuechle	Ronald and Barbara		117
Kummet	Kim		186
Laabs	Rick		278
Lanoue	Elise		106
Lanoue	Dan		217
LaVoy	Jason		66
Lemke	Todd		237
Libbesmeier	Mason		72
Libbesmeier	Ellen		100
Libbesmeier	Brad		101
Libbesmeier	Tom		279
Libbesmeier	Kevin and Joyce		296
Lichte	Daniel		187
Lichte	Lisa		188
Liether	Jolene		126
Linz	Linda		297
Louwagie	Denise		238
Lux	David		67
Maas	Kevin		239
Maas	Kevin		271
Macik	Gregory		31
Macik	Dale		47
Magedanz	Jeffery		143
Magedanz	Sarah		145
Manuel	John		68
Manuel	Joseph		118
Markwardt	Patricia		55
Marxen	Paul and Teresa		73
McCarney	Michael		132
McGraw	Beau		11
McKlveen	Robert		32
Medeck	Doug		176
Mertens	Todd and Nicole		107
Mertens	Todd		214
Mertens	Nicole		215
Mertens	Leo		220
Mies	Brian and Linda		26
Mitchell	Todd	Caren Fitzgerald	133
Mitzner	Eldon		127
Molitor	Ronald and Laurie		119
Mondloch	Cathy		178
Mondloch	David		179
Nelson	Eric		285
Nelson	Benjamin		299
Neubauer	Mark		48
Newberger	Lisa	Gordon and Ramona Neuman	213
Nordgaard	Betsy		3
Obrien	Kris		190
Obrien	Sean		191
Oftedahl	Thomas		286
Otto	Rebecca		240
Petition of Objection			193
Pfeifle	Ahren		91
Pierskalla	Jason		4

Appendix B Scoping Comment Index
Minnesota Energy Connection Project (Docket No. 22-131 and 22-132)

Last Name	First Name	Additional Authors	Comment Number
Pierskalla	Jason		5
Pierskalla	Jason		6
Pierskalla	Jason		39
Pierskalla	Jason		311
Pikvla	Joshua and Lisa		288
Pladson	Paul and Barb		7
Potter	Jeff		241
Potter	Jeff		242
Poulin	Michael		41
Powell	Jerrold and Karen		8
Pramann	William		189
Pramann	Wade		192
Rain	Amber		194
Rasmussen	Andrew		92
Rasmussen	Andrew		243
Reberg	Julie		195
Reberg	Julie		196
Reberg	Matthew		197
Reberg	Matthew		198
Reeve	Cheryl and Chris		93
Rosenow	Scott		199
Runke	Andrew		289
Rust	Lynn		46
Ryks	Brad		309
Sauer	Angela		27
Sauer	Angela		51
Saunders	Renae		281
Schabel	Beverly		30
Schabel	Deborah		37
Schabel	Jack		38
Schabel	Ron and Debbie		42
Schabel	Ron and Deb		94
Schabel	Ron and Deb		99
Schabel	Beverly		200
Schabel	Deborah		201
Schabel	Jack		202
Schabel	Ron and Deb		244
Schabel	Ron and Deb		245
Schabel	Ron and Deb		246
Schabel	Ron		313
Schmidt	Gerald and Bernice		18
Schmidt	James		21
Schmidt	Jean		22
Schmidt	Nancy		23
Schmidt	Ron		24
Schmidt	Gerald and Bernice		52
Schmidt	Jean		53
Schmidt	Kody		203
Schulte	Rick		56
Schwandt	William and Christine		134
Sharkey	Kevin		54
Simon	Andrew		204
Simon	Breanna		205
Slagter	Jeremiah and Krista		282

Appendix B Scoping Comment Index
Minnesota Energy Connection Project (Docket No. 22-131 and 22-132)

Last Name	First Name	Additional Authors	Comment Number
Snobl	Camille		149
Spaulding	Jason		206
Spaulding	Todd		207
Stage	Greg		49
Stein	John		50
Stelten	Cynthia		247
Stelton	Robert		248
Stoutland	James		249
Suggs	Kelly		40
Syvniekski	Nathan		315
Taajes	Ben		70
Teicher	Adam and Jessica		135
Theisen	Bonnie		250
Thelen	Rose		314
Thielen	Brenda		128
Thielen	Greg		129
Treanor	Kristin		130
Treanor	Donovan		306
Tschida	Dale		208
Tschumperlein	Daniel and Jolene		136
Tschumperlein	Kathleen		137
Tschumperlin	Daniel		251
Urdahl	Wanda		120
Van Hee	Bob		283
Vinar	Jeremy		209
Vinar	Julia		210
Volstad	Julie		34
Vossen	Brian		211
Walsh	Alvin and Darlene		138
Waziyatawin			310
Weedman	Kent and Denise		75
Weis	Doug		20
Wenzel	Esther		290
Weseman	John and Lori		95
Willis	Timothy		29
Willis	Steven		139
Willis	Katrina		212
Wills	Doreen		28
Winter	Glen and Lori		96
Winter	Tammy		140
Winter	Glenn and Lori		218
Winter	Daniel		301
Woolcott	Suzanne		71
Woolcott	Jeanne		284
Zupon	Steve		108

Comment ID	Comment	Response
1	I 100% oppose this project.	Thank you for your comment and participating in the permitting process.
2	I am oppose this project.	Thank you for your comment and participating in the permitting process.
3	Are there other ways to meet the stated need for the project, for example, a different size project or a different type of facility?	Thank you for your comment. Alternatives to the project are discussed in Chapter 4.
3	This proposed transmission line makes no sense. Xcel proposes to build (at a cost of 1.14 billion dollars) and then maintain - a power line that will transmit 1200MW of wind power 175 miles through 10 different counties from Lyon County to Sherco. AND THEN Xcel plans to BUILD 2 - 420MW Natural Gas fired plants IN Lyon County (Docket # CN - 23-212). Energy producing infrastructure should be built IN THE AREAS that use them. Wind energy should stay and power southwest MN. LOCAL solar farms, wind power and natural gas fired plants should power the Sherco/Sherburne area. The tremendous cost of building AND continually maintaining this transmission line would be better spent on developing LOCAL carbon-free energy producing infrastructure. The existing Sherco plant should be converted to natural gas to provide the needed 'complementary power' as we continue to develop LOCAL carbon-free energy and wean ourselves off of fossil fuels.	Alternatives to the project are discussed in Chapter 4.
3	This proposed transmission line will disrupt, degrade and destroy a 175 mile path through 10 different counties. HUMAN IMPACT: It will greatly & negatively impact farming operations, serious health concerns & the loss of aesthetics will significantly decrease property values of existing homesteads & businesses, the disruption of Wi-Fi will impact people & students working at home and the prevention of future growth of small cities in the direction of the powerline is a reality. People, livestock & wildlife along the proposed line - will live under and near the constant health concern of high voltage/magnetic fields. This is unacceptable for existing homesteads - no one wants to live or build near huge power lines! ENVIRONMENTAL IMPACT: The amount of trees that will have to be cleared for this proposed project is sickening. These climax 'clusters of forests' that exist amongst farmland are vital to all wildlife - many also contain eagle nests along the proposed route. Many wetlands & ponds that support an abundance of wildlife & migratory birds will be dissected by the proposed route. It appears this was not a concern when the routes were developed? On the proposed route just south of Eden Valley - there is an active eagle nest in the line of trees that are directly on the route. I have made the local Fish & Wildlife Dept. aware of this.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Additional information concerning potential impacts and mitigation measures associated with bald eagles was added to the final EIS.
3	DON'T build transmission lines - build & invest in LOCAL energy producing infrastructure! It's more cost efficient, easier to maintain and the people that actually benefit from the energy deal with the infrastructure - both the good (ex. jobs, lower energy bills) & bad aspects (ex. land use, eyesore.)	Comment noted.
3	Whatever route is chosen will disrupt, degrade and destroy the existing quality of life in its path for both humans & wildlife. For example - the proposed route that travels near the city of Eden Valley creates the following issues: The transmission line heading north towards Eden Valley comes TOO close to FOUR of our long established homesteads in our little neighborhood (creating serious health concerns, significant loss of property value, loss of aesthetics). This of course is true for all of the established homesteads along its path. The proposed route goes right over my neighbor's pastureland full of cows (serious health concern for his cattle), then dissects the middle of a 35-acre wetland surrounded by huge oak trees (tree removal, negative impact on wildlife), it goes right through neighboring cropland (impacting farm operations), now heading east along Hwy 36 the proposed route literally goes ALONG the southern BOUNDARY of Eden Valley township (according to the Meeker County Plat Book). This will prevent future growth and development of Eden Valley to the south (no one wants to build near or look at a huge power line) AND the city has recently invested in MANY improvements to Frederich's City Park (new splash pad, enclosed shelter building, playground & pickleball courts) located on the current SE edge of Eden Valley. The route continues directly ON a line of trees (just east of where Hwy 36 & Hwy 22 meet). That treeline will have to be completely removed and it contains an active eagle nest. Many of us have watched this pair of eagles raise their young for years (Fish & Wildlife have been informed about the nest.) AND THIS - is just 'our little section' of the proposed route!	Comment noted. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Additional information concerning potential impacts and mitigation measures associated with bald eagles was added to the final EIS. Frederich's City Park is located outside of the ROI and plans for future growth of Eden Valley to the south were not identified. There are not any alternatives of which the route width extends into the municipal boundaries of Eden Valley. The potential to impact future growth has been added to Section 5.2.5.2 of the EIS.
3	I don't believe there are any 'unique characteristics' to be considered BECAUSE - if a transmission line is built the results will be the SAME everywhere. 'Our little section' of the route is not unique - it is like ALL of the other little sections. AND for ALL of the humans and environment in its path - it will disrupt, degrade and destroy the existing quality of life. This project is UNnecessary and UNacceptable!	Comment noted.
4	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
4	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
4	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
4	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
4	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
4	I Jason Pierskalla, impacted landowner, have provided input and submissions in the process including alternative routes that would better function to avoid exposure to health risks, damage to forest and habitat, and proximity to residences and families. Continuous exposure to EMF, stray voltage are some of the concerns not fully explored among the permanently damaging effects of this MNEC Project, both for myself and my neighbors.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Potential impacts and mitigation measures concerning forest and wildlife habitat are discussed under Vegetation and Wildlife and Wildlife Habitat in Chapters 5 through 12. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Commentor's alternatives are reflected in Route Segments 236-240 in Region G. These are discussed further in Section 12.9.1
5	The proposed EIS survey is lengthy, but it does not address the dangerous impact or mitigation strategies on many levels. Immediate and future damaging effects on individual local residents, agriculture, businesses and local community warrant further careful review prior to considering a final route.	Thank you for your comment. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
5	The MN PUC will provide authorization for Xcel Energy to exercise eminent domain and potential condemnation which will bisect and significantly alter my agricultural homestead. Not only will these actions decrease the quantity and value of my land, they will also eliminate my Agricultural Homestead property designation and CRP land. What is most deeply concerning of all is that this project will also result in the continuous involuntary Electromagnetic Field (EMF) exposure to myself and my Family.	Comment noted. Public data sources from DNR and BSWR were used to identify CREP and RIM easements as noted in Appendix C of the EIS. Some easement(s), including the one referenced in this comment, were not identified in those public data sources. As noted in Section 5.4.3 of the EIS, the applicant committed to working with individual landowners through the easement process to identify any CREP/RIM easements that could be affected by the project. Thank you for bringing your easement to our attention.
5	However, the EIS fails to evaluate and reference research specific to the health, safety and wellbeing of the individual residents along the decided upon route. Understanding the effects on human health and well being is a priority as affected families will be involuntarily subjected to continuous prolonged EMF exposure by nature of their proximity to the source. For instance, resident families whose daily activities include working on the land managing animals and agriculture, or recreating on their property, will be at increased risk for EMF related health problems secondary to their greater overall EMF exposure. Necessary Research needs to identify the EMF health dangers for specific populations. Some of the known health risks have included brain tumors in developing children. And there are other vulnerable populations not specifically identified and evaluated in the EIS. Affects of EMF on Pregnant women and fetal development are not present. The impact on geriatric residents and on persons with acute or chronic illnesses were not reviewed and/or not evaluated by a medical authority or public health agency. Safety guidelines and mitigation Strategies must incorporate the health and safety needs all residents, and especially these most vulnerable populations.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Vulnerable populations are discussed in Appendix J. EERA staff was not able to obtain peer-reviewed studies related specifically to geriatric individuals or individuals with acute illness.
5	If the project is approved, then Any route placement should account for the safety and wellbeing of the Civilian resident population. Maximum distance from the EMF source is the Known and Preferred mitigation measure (this has been noted in occupational research and standards). Other unmentioned and unexplored mitigation measures need to be explored and implemented. These may include, but are not limited to, appropriately retrofitting home dwellings with protective insulation, creating natural buffer zones by planting more mature forestation between the source and residence, and combining these with other strategies like landscaping berms and hills.	Section 5.3.1.3.2 of the EIS states: Mitigation of magnetic field strength would be achieved by increasing distance from the HVTL to the receptor. Section 5.3.1.3.1 of the EIS states: The sample routing permit (Section 5.4.2 of Appendix D) states: "The Permittee shall design, construct, and operate the transmission line in such a manner that the electric field measured one meter above ground level immediately below the transmission line shall not exceed 8.0 kV/m rms." Retrofitting homes was not noted as a mitigation measure because, if implemented, would also block cellular and radio signals. Creating natural buffers such as landscaping was not noted as a mitigation measure because magnetic fields are not easily shielded and exposure levels are dependent upon distance.
5	Further research is urgently needed regarding the safety and wellbeing of residents at risk for chronic involuntary EMF exposure. This critical information is needed to ensure the safety and health of current and future residents. It will ensure that best practices are considered in the EIS and incorporated in immediate and long term planning. Careful project planning is essential to protect the most Valuable asset of Minnesota, its Citizens.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Additional, independent studies pertaining to health concerns related to EMF are outside the scope of the EIS.
6	Comment consists of pages 1-53 from the book Electrostatic and Electromagnetic Effects of Overhead Transmission Lines by United States. Rural Electrification Administration · 1976	Thank you for your comment and participating in the permitting process.
7	The proposed alternate route #244 (orange route) would have a devastating effect on our Christmas tree field. The route goes directly through the Christmas tree field and has a tower located right in the middle of the Christmas tree field. Many Christmas trees would be destroyed by the machinery required to build a tower. Replacing the destroyed trees would take 8 to 10 years for seedlings to grow to saleable height of 6 to 8 feet. Creating a pathway to the tower location would require cutting down hardwood trees in the way, destroying that portion of our woods.	Thank you for your comment. The EIS discusses the Christmas tree farm in Sections 5.4.1.2, 5.4.2.2, and 12.9.
7	Andrew, during a phone conversation with you, you told us that this route was proposed by a neighbor. At the Wednesday meeting you said the DNR proposed that route. Did the neighbor inform the DNR about our tree farm?	Minnesota Department of Commerce, Energy Environmental Review and Analysis unit (EERA) staff originally misspoke. The DNR proposed the alternative route.
7	We do not want this line anywhere near our field but if the Commission decides against the Blue Route (north of County Road 142), we propose altering Alternate Route 244 (orange route) to follow the established fence line on the south and east sides of the Christmas tree field with the right of way being divided equally between us and the neighboring farm field. This would avoid crossing directly over the Christmas tree field. You and Scott indicated Wednesday evening that this would be possible.	The commenter references a conversation where staff indicated that Xcel Energy has the ability to move structures within the route width to accommodate landowner concerns.

Comment ID	Comment	Response
7	If the route is not changed, the dangers of stray voltage and electromagnetic field over the trees would make us feel uncomfortable working on our trees. People looking for a Christmas tree would not appreciate the presence of power lines overhead.	Potential impacts and mitigation measures concerning human health and safety, including stray voltage and EMF, are discussed in Section 5.3. Potential impacts and mitigation measures concerning aesthetics are discussed in Section 5.2.1.
7	In addition the power line would cause a significant decrease in the value of our property. Without a doubt a prospective buyer would not be interested in purchasing a property that has a power line in the middle of the Christmas tree field.	Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
7	We strongly oppose alternate route #244 (orange route).	Comment noted.
8	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
8	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
8	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
8	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
8	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
9	Reasons against high-power line transmission. 1. Superfluous route path – 246 2. Major health concerns	Thank you for your comment. Route Segment 246 was proposed during the scoping period. Potential impacts and mitigation measures concerning human health and safety are discussed in Section 5.3.
9	The impact of the route 246 is not necessary and its negative impacts vs other routes is exceedingly high. Below is a chart of the estimated impact.	The potential impacts of Route Segment 246 are summarized in Section 12.9.3. This section compares the potential impacts of Route 246 against two equivalents, Route Segment 245, and the equivalent portion of the applicant's Blue Route.
9	Route 246 will have an excessive impact on families, home values, expense to Xcel energy, and disturb the most acreage. Other less impactful routes should be chosen.	Comment noted.

Comment ID	Comment	Response
9	MAJOR HEALTH CONCERNS Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: 1. Electromagnetic Fields (EMFs) Exposure High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans" (Group 2B) based on limited evidence linking them to an increased risk of childhood leukemia (WHO, 2002). 2. Increased Cancer Risk A number of studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high power lines had an elevated risk of developing leukemia (Savitz et al., 1997). 3. Impact on Mental Health Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression (Wang et al., 2020). The constant awareness of potential hazards can lead to chronic stress. 4. Effects on Sleep Patterns Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines (Hale et al., 2013). 5. Potential for Other Health Issues Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues (Schüz et al., 2006). The exact mechanisms are still being studied, but ongoing exposure to EMFs may play a role in these adverse health outcomes. Conclusion While the debate around the health effects of living near high power lines continues, the available evidence suggests potential risks, particularly concerning cancer and mental health. Individuals considering homes near power lines should weigh these risks carefully and stay informed about ongoing research.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. During the review process for the compilation of Appendix J, it was determined that the sources cited in this comment could not be verified.
10	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
10	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
10	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
10	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
10	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
11	Dr. Karg vehemently opposes the Minnesota Energy Connection Project. The Minnesota Energy Connection Project has been foisted upon the impacted Minnesota property owners without providing adequate notice to them about the details of the Project and which properties will be directly impacted.	Thank you for your comment. Notice requirements are outlined in Minnesota Rules, chapter 7850. Notice is required after application submission pursuant to Minnesota Rules, part 7850.2100. Notice of public information and scoping meetings is required pursuant to Minnesota Rules, part 7850.2300. EERA staff mailed notice to landowners potentially impacted by alternative routes. Notice of the availability of the draft EIS is required pursuant to Minnesota Rules, part 7850.2500, subpart 7. Notice of the draft EIS meetings and public hearings is required pursuant to Minnesota Rules, part 7850.2500 Subpart 8 and Minnesota Rules, part 7850.2600, respectively. Notice of the final EIS is required pursuant to Minnesota Rules, part 7850.2500, subpart 9. Minnesota Department of Commerce, Energy Environmental Review and Analysis unit (EERA) and Minnesota Public Utilities Commission. Staff followed these notice requirements, as did the applicant.
11	Also, the installation of the large 345-kilovolt double-circuit transmission lines that will run through Minnesota residents' property, including near homes and businesses, will subject the public to adverse and unnecessary health risks.	Comment noted.
11	The Minnesota Energy Connection Project will result in many Minnesota property owners having their land seized, altered, and irreparably damaged without adequate justification or apparent compensation.	If issued a certificate of need and route permit, Xcel Energy would have the power of eminent domain. Eminent domain requires compensation. Compensation for property owners is addressed in Section 3.3.2.1.
11	Dr. Karg requests that the MNPUC deny Xcel Energy's request for a Certificate of Need and Route Permit for the Minnesota Energy Connection Project based on the below stated reasons.	Comment noted.
11	Failure to Provide Notice to Dr. Karg and Other Similarly Situated Property Owners: The MNPUC and Xcel Energy have failed to provide Dr. Karg and other similarly situated property owners with notice of the Minnesota Energy Connection Project. The first notice Dr. Karg received regarding his property potentially being impacted by the Minnesota Energy Connection Project only occurred recently, in August 2024. In the August 2024 letter from Xcel Energy, Dr. Karg was notified of the Project, the Project's application status, and upcoming public hearings regarding the Project. However, it is apparent that the planning and proposal for the Minnesota Energy Connection Project have been on-going for several years. It is apparent that the MNPUC and Xcel Energy sought opinions on alternative routes for the Minnesota Energy Connection Project (as identified in the maps provided on Xcel Energy's website and the MN.Gov website for the project). Dr. Karg was never notified that the MNPUC and Xcel Energy sought opinions on alternative routes for the Project. Further, the MNPUC and Xcel Energy have not adequately identified exactly which properties will be impacted by the Project. At this stage, it is unclear which properties the Project will run through, and which property owners will have transmission lines installed on their property.	Notice requirements are outlined in Minnesota Rules, chapter 7850. Notice is required after application submission pursuant to Minnesota Rules, part 7850.2100. Notice of public information and scoping meetings is required pursuant to Minnesota Rules, part 7850.2300. EERA staff mailed notice to landowners potentially impacted by alternative routes. Notice of the availability of the draft EIS is required pursuant to Minnesota Rules, part 7850.2500, subpart 7. Notice of the draft EIS meetings and public hearings is required pursuant to Minnesota Rules, part 7850.2500 Subpart 8 and Minnesota Rules, part 7850.2600, respectively. Notice of the final EIS is required pursuant to Minnesota Rules, part 7850.2500, subpart 9. Minnesota Department of Commerce, Energy Environmental Review and Analysis unit (EERA) and Minnesota Public Utilities Commission. Staff followed these notice requirements, as did the applicant. In addition to the October 15, 2024, mailing which provided notice of informational meetings, public and evidentiary hearings, and availability of the draft EIS, Dr. Krag was also included in the January 8, 2024 notice of public information and EIS scoping meetings. The scoping notice and draft EIS provide maps indicating which properties will be impacted by the proposed project. Additionally, the EERA webpage houses an interactive map, similar to Google Maps, which allows individuals to type in their address to view the proposed project in relation to their property or other areas of interest.

Comment ID	Comment	Response
11	Dr. Karg is deeply concerned about the process that the MNPUC and Xcel Energy used in planning for the Project. It appears that, at this point, the approval of the Project is a fait accompli and public opinion is only being sought to provide lip service to the impact property owners. Dr. Karg and other impacted property owners should have provided adequate notice about this Project well in advance of the current stage in the application approval process. Dr. Karg is deeply concerned that the MNPUC and Xcel Energy plan is all but guaranteed to be approved at this juncture, and he and other property owners have not had their concerns adequately addressed.	Notice requirements are outlined in Minnesota Rules, chapter 7850. Notice is required after application submission pursuant to Minnesota Rules, part 7850.2100. Notice of public information and scoping meetings is required pursuant to Minnesota Rules, part 7850.2300. EERA staff mailed notice to landowners potentially impacted by alternative routes. Notice of the availability of the draft EIS is required pursuant to Minnesota Rules, part 7850.2500, subpart 7. Notice of the draft EIS meetings and public hearings is required pursuant to Minnesota Rules, part 7850.2500 Subpart 8 and Minnesota Rules, part 7850.2600, respectively. Notice of the final EIS is required pursuant to Minnesota Rules, part 7850.2500, subpart 9. Minnesota Department of Commerce, Energy Environmental Review and Analysis unit (EERA) and Minnesota Public Utilities Commission. Staff followed these notice requirements, as did the applicant. In addition to the October 15, 2024, mailing which provided notice of informational meetings, public and evidentiary hearings, and availability of the draft EIS, Dr. Krag was also included in the January 8, 2024, notice of public information and EIS scoping meetings. The Commission's permitting process is not simply an act of going through the motions. Rather, it is an opportunity to develop a robust decision record. An additional written comment period was available.
11	Health Issues Caused by Overhead Transmission Lines: The Minnesota Energy Connection Project entails the building and installation of large 345- kilovolt double-circuit transmission lines. Not only are the transmission lines unsightly, but Dr. Karg has serious concerns about the impact such large transmission lines have on human health. There is serious concern regarding the electrical field and magnetic field associated with large, overhead transmission lines. According to the American Cancer Society, there have been several studies conducted on this matter and one such study found the following: -Between 2011 and 2015, the European research group ARIMMORA (Advanced Research on Interaction Mechanisms of electroMagnetic exposures with Organisms for Risk Assessment) did several studies to look for possible links between ELF-MF and cancer, especially childhood leukemia. The project concluded that their studies were consistent with the previously established /ARC classification of ELF-MF as "possibly carcinogenic. " The potential health risks associated with the Minnesota Energy Connection Project are a serious concern for Dr. Karg. Dr. Karg is concerned that his property will be rendered dangerous to the health of him and his family if the Project results in the building of large, overhead transmission lines on his property. This is a serious concern that has not been adequately addressed by the MNPUC and Xcel Energy. Based on this reason, Dr. Karg requests that the MNPUC deny Xcel Energy's applications regarding the Minnesota Energy Connection Project.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. The information provided in the supplement addresses childhood leukemia.
11	Unlawful and Unconstitutional Taking of Property Without Just Compensation: To date, the MNPUC and Xcel Energy have made no mention of utilizing eminent domain to seize property and force the Minnesota Energy Connection Project on impacted property owners. However, Dr. Karg is seriously concerned that the MNPUC and Xcel Energy intend to utilize eminent domain on impacted property owners if the Minnesota Energy Connection Project is approved as proposed. Dr. Karg has serious concerns that the MNPUC and Xcel Energy will force the Minnesota Energy Connection on impacted property owners through the eminent domain powers under Minn. Stat.§ 222.36. Additionally, there has been no mention or discussion from the MNPUC or Xcel Energy regarding the payment of just compensation to the impacted property owners as required under Minnesota law. Dr. Karg requests that the MNPUC and Xcel Energy be more transparent regarding their intended use of eminent domain and under what procedure they will utilize to determine the compensation that they will pay to impacted property owners.	Compensation for property owners is addressed in Section 3.3.2.1. Eminent domain is addressed in Section 2.3. Whether a permit is issued will be established during the certificate of need process.
11	Based on the above-stated reasons, Dr. Karg opposes Xcel Energy's Minnesota Energy Connection Project and requests that the MNPUC deny Xcel Energy's application for a Certificate of Need and Route Permit. Dr. Karg intends on attending the public hearings on this 11-9matter to voice his concerns. Further, Dr. Karg will review his options in pursuing an injunction or other legal action to prevent the MNPUC and Xcel Energy from seizing his property for the purpose of building the Minnesota Energy Connection Project.	Comment noted.
12	Minnesota L&LC is writing in support of Xcel Energy’s proposed Minnesota Energy Connection (MNEC) High Voltage Transmission Line between Lyon and Sherburne Counties, specifically the Modified Blue Route. Minnesota is falling behind on our transmission infrastructure, which has led to increased costs for ratepayers, energy-producing assets lying dormant, and regulators being bogged down with years of backlogs and studies.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
12	MNEC provides the opportunity to increase Minnesota's energy reliability by allowing more energy-generating assets to contribute to the grid, making energy abundant, and therefore more affordable. Energy reliability is paramount. With medical advancements, millions rely on electricity to live. The possibility of an unreliable grid with blackouts is now a matter of life and death for many. We must continue to build an energy grid so reliable, we never need to worry about our power not working.	Comment noted.
12	In addition to the thousands of expected construction jobs which will support communities across the entire route, we have been immensely impressed with Xcel's stakeholder and community outreach. This docket has seen an incredible number of community engagement events, including open houses, both in-person and virtually, and public hearings. To say nothing of the hundreds of one-off meetings and events the applicant has participated in to ensure the affected communities are the most up to date on this project.	Comment noted.
12	Minnesota Land & Liberty Coalition encourages permits to be issued swiftly for the applicant's preferred Modified Blue Route so that Minnesota can begin the work to build a resilient and reliable energy grid.	Comment noted.
13	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
13	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
13	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
13	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
13	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
14	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
14	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
14	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
14	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
14	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
15	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
15	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
15	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
15	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
15	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
15	I would like to express my concern with this powerline running through my property. My daycare center is right next to the powerline route that is proposed. My daycare playground is almost directly underneath the powerline and from my research this is an unsafe and unhealthy environment. Speaking with multiple doctors about this and their opinions are that it is unhealthy to be this close to that powerline. With my program we spend the majority of our time outside. Please take the lives of these young children in careful consideration.	The presence of the daycare has been added to Section 12.2.1 of the EIS.
16	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
16	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
16	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
16	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
16	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
17	Commission should not grant a certificate of need or route permit for the project.	Thank you for your comment and participating in the permitting process.
17	I approve of the purple route with power lines already crossing the river. I oppose the blue line.	Comment noted.
17	I strongly disagree with creating another crossing. The Xcel preferred blue line, which would greatly affect the Mississippi River. The wildlife population would be greatly affected as well as the recreation opportunities along this part of the river.	Comment noted.
18	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
18	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
18	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
18	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
18	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
19	Concerned about access for machinery after your pole goes in - see map.	Thank you for your comment. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4.
20	There is approximate 1/2 mile CRP on my property Section 19 E. Lake Lillian.	Thank you for your comment. Public data sources from DNR and BSWR were used to identify CREP and RIM easements as noted in Appendix C of the EIS. Some easement(s), including the one referenced in this comment, were not identified in those public data sources. As noted in Section 5.4.3 of the EIS, the applicant committed to working with individual landowners through the easement process to identify any CREP/RIM easements that could be affected by the project. Thank you for bringing your easement to our attention.
20	There are trees on it 2 trees on south side of cty ditch.	Potential impacts and mitigation measures concerning vegetation are discussed in Section 5.6.10.
20	Not my preferred route. I think Ecel route would be best.	Comment noted.
21	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
21	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
21	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
21	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
21	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
22	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
22	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
22	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
22	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
22	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
23	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
23	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
23	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
23	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
23	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
24	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
24	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
24	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
24	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
24	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
25	Blue line - pole is located at the NW corner on property. It is located 75 ft next to ours. Will we need to give access for it if right in the way of access to the north field.	Thank you for your comment. As discussed in Section 3.3.2, the applicant would contact landowners to gather information about their property and their concerns and discuss how the transmission line ROW might best proceed across the property. Use of a ROW for a transmission line across private property is typically obtained by an easement agreement between the applicants and landowners as further described in Section 3.3.2.1.
26	We were very concerned that an alternate route #234b was one of the options. Looking over the route it goes right past 12 homes on the east side of Murray Lake. Also bordering to the east is a Federal waterfowl production area. Looking north I noticed that the route borders Carnelian Lake where there are many more homes. If the power company wants to act responsibly, they would avoid this route. The reasons I feel they should avoid this route are because it affects many residential homes and the waterfowl production area which is home to many species of waterfowl and other wildlife.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning residences, water resources, and wildlife resources for this alternative are discussed in Chapter 12.
26	Another concern that we have is that Murray Lake is designated an environmental lake. While attending the meeting I visited with an employee of Barr Engineering about the environmental classification of Murray Lake and they told me they were not aware of this designation.	It is EERA's understanding after reviewing the following DNR website, https://www.dnr.state.mn.us/lakes/faqs.html, that the term "environmental lake" is likely being used to refer to Murray Lake as a public water basin with a "Natural Environment" shoreland classification. Murray Lake (DNR Basin ID: 73004400) was identified in the EIS as a public water basin, however its shoreland classification of "Natural Environment" was not included. This shoreland classification is used to determine the lot size, setbacks and, to a certain degree, land uses on the adjacent land. The EIS evaluates waterbody crossings of all public water basins, regardless of their shoreland classification. However, Murray Lake is not crossed by any of the project's alignments and is located approximately 1,000 feet from Regional Segment G2 (of which Route Segment 234b is a part).
26	We are also concerned about our health, as well as our neighbors' health, with the power line proposed so close to all our homes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
26	For all the reasons mentioned above in this letter we oppose Xcel being granted a permit to put in this power line.	Comment noted.
27	I am asking the Certificate of Need be DENIED. Xcel Energy has no need for new transmission lines. Renewable Energy, Solar and Wind are not a reliable source of energy. Period. I know there will NOT be enough energy created by these Solar Gardens to demand transmission...Solar and Wind energy is a politically driven effort with Millions of Federal and State dollar available for the taking to accomplish a Zero Carbon goal by 2030... agreed to by XCEL.Energy. I do not believe there is a reality in their plans and goals. With the Political funding and promotion available, this is a opportunity for XCEL to achieve another right of domain, land grab, while the grabbin is good!!. I know Solar and Wind power totally is l 00% dependent on Mother Nature... she has NEVER proven to be trusted If you follow the Miso Grid, it is proof Solar is the lowest producer. It is insanity to think we are going to depend on Solar to heat our homes and provide power to a growing economy depending on high electric demand? XCEL's answer to the shortage is OFF peak...	Thank you for your comment and participating in the permitting process.
27	A huge concern I have being I believe this Renewable Energy push is politically driven is November 5th election? What if the Renewable Energy Push is defeated???? Will these plans be now be reversed and a big push for coa???	Thank you for your comment and participating in the permitting process.
27	I will end my comments with maybe the most serious point. Xcel Energy and the PUC are well aware of the public concerns and environments damages already done..by high voltage CAT lines. Just talk to the residence who live on the Purple route who have already been living with the CAT lines thru Clearwater ...This is unfortunately reality of how these transmission lines can destroy your lives as you knew it...	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
28	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
28	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
28	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
28	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
28	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
29	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
29	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
29	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
29	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
29	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
30	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
30	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
30	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
30	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
30	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
31	Oddly, I was not contacted by the state in regards to the potential project and instead was told by a neighbor.	Thank you for your comment. Commission and EERA staff used available county data to create landowner mailing lists. From time to time this information is not current or otherwise incorrect. Anticipating this potential, other means are also used to notify the public about project milestones, for example, public meetings and comment periods. Staff utilizes general notice methods including eDockets, the EERA webpage, the Commission's webpage, local newspapers, and the EQB Monitor. These methods facilitate word-of-mouth notice from neighbor to neighbor and local government unit to constituent. Methods of notice for the project are detailed in Minnesota Statute 216E.03 and Minnesota Rule 7850. Commission and EERA staff have utilized these methods for the project.

Comment ID	Comment	Response
31	Unfortunately, the proposed route of the project would affect my ability to build a home on my property. I purchased this property from a grandparent to potentially build a home on the family farm for 3 generations. Because of Kandiyohi county zoning, this is the last portion of our family farm that allows for a home to be built, and this option will be negated by this project.	The potential to impact future development has been added to Section 5.2.5.2 of the EIS.
32	I am writing to express my full support for the proposed Minnesota Energy Connection Project. This project's benefits far outweigh its risks. Speaking as a physician, I find significant health benefits with no substantiated risks. Specifically, by providing enhanced connection between the SW Minnesota region with its extensive wind farms and the grid in central MN, Xcel will improve grid reliability and further advance decarbonization of our power supply. The health and safety of Minnesotans are dependent upon a reliable energy supply. By improving our transmission grid, Xcel will enhance the uninterrupted provision of power to all Minnesotans. The Project will help move us closer to our decarbonization goals by enabling expansion of Xcel's use of wind energy and decreased use of fossil fuels, furthering efforts to decrease the climate impact of fossil fuels. The health and safety impacts of climate change are well-documented and indisputable, and it is imperative that we do all we can to reach those decarbonization goals. Finally, as for the purported negative health impacts of energy transmission lines, there is NO objective, independent, reliable, reproducible research supporting such claims.	Thank you for your comment and participating in the permitting process.
33	I am opposed to the proposed route of the transmission line because it runs through valuable farm land rather than utilizing already existing road right of way. My family owns land on the proposed route in Renville County and would be adversely affected by the proposed constructed transmission line.	Thank you for your comment and participating in the permitting process.
33	The requested right a way for the transmission line is also excessive and takes even more land from owners that is not needed for the transmission line.	As noted in Section 3.3.2, the right-of-way (ROW) is the specific area required for the safe construction and operation of the transmission line, where such safety is defined by the NESC and the NERC reliability standards. Transmission line ROW is acquired through easement agreements.
33	By law the PUC must choose the route that causes the least overall disruption. Routing it through farmland would do the opposite of this since road right of way already exists that would cause less disruption overall. In addition to this, routing it through farmland in a County that is already economically depressed would negatively impact the residents ability to generate income creating even more impoverishment with no long term economic benefits.	To aid in their decision-making, the Minnesota Public Utilities Commission. will use the analysis in this EIS along with the entire project record to make a decision based on the criteria listed in Minnesota Rules, part 7850.4100.
33	My suggestion would be to route the line further to the east along MN highway 4 which would result in a straighter route as well as less expensive route.	Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
34	I am writing to express my opposition to the Xcel Energy pink alternate route for their proposed transmission line. This line is proposed along 490th street and was labeled #209 on the maps at the meeting today in Granite Falls. This route impacts something like 13 farmhouses it will pass right next to. This makes no sense to do when Xcel's preferred route (modified purple, I believe the Xcel rep said) follows a state highway without passing within that 150-400 feet of homes, like it does on the alternative route.	Thank you for your comment and participating in the permitting process.
34	I understand the farmers who object to these giant poles in their fields - I also farm along this alternate route and use GPS field mapping - but I would still rather have these transmission lines in my field, rather than next to my home or the homes of my neighbors. I don't know how dangerous it is to be that close to high voltage lines, but I know two people who live very close to similar lines and the continual low hum of the electric line is not something I want my kids and grandkids to be constantly exposed to.	Comment noted.
35	Reasons against high-power line transmission. 1.Major health concerns - 150 feet from our home 2. Buy the farm - a joke and prison	Thank you for your comment and participating in the permitting process.
35	I am writing to formally address the concerns we have regarding the proposed MN Energy high-powerline project and the serious risks it poses to our family's health and safety. The powerlines are being planned to run less than 150 feet from our children's bedrooms, which is a terrifying prospect for us as parents. We are deeply concerned about the potential for harmful exposure to electromagnetic fields (EMFs), which have been linked to numerous health risks, including cancer, neurological disorders, and other long-term ailments. See cited sources below. Studies have shown that prolonged exposure to EMFs, especially at high levels, can have detrimental effects on human health. Our children's bedrooms are where they spend the majority of their time, and the idea that they could be exposed to these dangerous electromagnetic waves 24/7 is absolutely unacceptable. The emotional and physical toll on our family—living with the constant fear that this exposure could harm our children's health—cannot be overstated.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Staff confirmed the distance to this home. The anticipated alignment of Route Segment 246 is 210 feet from the residence. Residences within 250 feet of the anticipated alignment are summarized in Section 12.9.3 of the EIS.

Comment ID	Comment	Response
35	Furthermore, the existing "buy the farm" law, which limits the easement to just 75 feet from the poles, is deeply unjust. This law allows Xcel Energy to bypass the responsibility of purchasing our land outright, forcing us to live under conditions that could harm us without offering fair compensation or adequate protection. This loophole puts our lives and our children's futures at risk, and we believe it is criminal that such laws exist, leaving families like ours with no recourse but to endure the consequences of these high-powerlines being constructed so close to our homes.	Landowner agreements are outside the scope of this EIS.
35	The tragic truth is that, without proper intervention, this project could lead to the suffering and potential death of family members, and that blood will be on the hands of those who allow these unsafe conditions to continue. If something were to happen to our family as a result of this exposure, we will hold those responsible accountable for enabling such a harmful project. We implore you to reconsider this project and the risks it poses to our health and our children's future. We are asking for a fair and just solution—one that protects our family and the health of the community, rather than prioritizing corporate interests that have proven dangerous to public well-being. Please consider the lasting consequences of your decisions. Our family's health and safety are at stake, and we ask for immediate action to ensure our children, and others in similar situations, are not subjected to these harms.	Comment noted.
35	MAJOR HEALTH CONCERNS Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: 1. Electromagnetic Fields (EMFs) Exposure High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans" (Group 2B) based on limited evidence linking them to an increased risk of childhood leukemia (WHO, 2002). 2. Increased Cancer Risk A number of studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high power lines had an elevated risk of developing leukemia (Savitz et al., 1997). 3. Impact on Mental Health Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression (Wang et al., 2020). The constant awareness of potential hazards can lead to chronic stress. 4. Effects on Sleep Patterns Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines (Hale et al., 2013). 5. Potential for Other Health Issues Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues (Schüz et al., 2006). The exact mechanisms are still being studied, but ongoing exposure to EMFs may play a role in these adverse health outcomes. Conclusion While the debate around the health effects of living near high power lines continues, the available evidence suggests potential risks, particularly concerning cancer and mental health. Individuals considering homes near power lines should weigh these risks carefully and stay informed about ongoing research.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. During the review process for the compilation of Appendix J, it was determined that the sources cited in this comment could not be verified.
36	The blue route currently proposes a section in Renville county that cuts through the middle of productive farm ground. In particular the section in birch coulee township. It will affect my farmground. It would be far more logical to route lines adjacent to existing lines, or along roadway right of ways rather than down a fenceline in the middle of a field.	Thank you for your comment. The EIS discusses following existing rights-of-way. Minnesota Rule 7850.4100 requires the Commission to consider use or paralleling of existing rights-of-way (ROW), survey lines, natural division lines, and agricultural field boundaries. Minnesota Statute 216E, subdivision 7(e), states that the Commission must consider routing a high voltage transmission line (HVTL) along an existing HVTL or highway ROW and to the extent these are not used it must state the reasons why.
37	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
37	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
37	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
37	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
37	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
38	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
38	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
38	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
38	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
38	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
39	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the Environmental Impact Statement is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with actual factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
39	The EIS, while lengthy, did not incorporate key aspects of the existing bodies of knowledge and research. in particular as they pertain to health and safety of exposed citizen landowners. These aspects failed to identify important and specific individual and community health and safety issues. For instance, it did not speak to minimum safety recommendations for fertility, pregnant women, or teratogenic effects on the developing fetus. Other significant health effects on geriatric health, impact on acute and chronic illnesses, cardiac arrhythmias, and mental health were some of other areas not thoroughly explored. On an individual level, my family and myself will be subjected to increased current and ongoing health and safety risks from immediate and long term effects from the electromagnetic and electrostatic effects of 345kV overhead transmission lines on our homestead. General health and wellbeing, as well as existing health and mental health conditions will be subject to exacerbation by immediate and cumulative effects of power line exposure. The Proposed overhead lines and their accompanying Electromagnetic Fields are a significant concern for personal exposure. At their proposed location they will have a direct impact on our household daily living and how we use the land, which involves physical locations both close to and in the immediate vicinity of the electromagnetic fields and power lines. (See diagram "Exhibit A" mailed to me by Chris Rogers from XCel Energy). My family and I will be forced to cross through the zone with highest exposure directly under the power line to use our wooded path for daily walks and skiing and hunting. A significant portion of our natural resources impacted include loss of heavily wooded areas, which is a known buffer and mitigation against EMF.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Vulnerable populations are discussed in Appendix J. EERA staff was not able to obtain peer-reviewed studies related specifically to geriatric individuals or individuals with acute illness.
39	This path also bisects and disrupts Conservation Restoration Program (CRP) land that is under contract with Steams County and the USDA. Maintaining CRP land that develops over a corse of 5 yeas will not only place us at increased risk from exposure and electrical current when managing the land, but will also effectively destroy established CRP land and as reviewed with Steants County, will likely nulify our USDA coutract. Further damaging impact from lost CRP contract will include loss of agricultural homestead designation.	Public data sources from DNR and BSWR were used to identify CREP and RIM easements as noted in Appendix C of the EIS. Some easement(s), including the one referenced in this comment, were not identified in those public data sources. As noted in Section 5.4.3 of the EIS, the applicant committed to working with individual landowners through the easement process to identify any CREP/RIM easements that could be affected by the project. Thank you for bringing your easement to our attention.
39	During the 10/30/24 6pm meeting at Kimball High School, and in other Docket 22 131 and or 22 132 public comment correspondence. Andrew Levi maintained that minimum health and safety standards have been adequately explored and achieved in the EIS. I found that this is not sufficient or accurate based on existing knowledge and information. One proposition was that there was no concerning risk to health and in particular, to pacemaker and cardiac arrhythmia management. Yet I have not found any Electrocardiology recommendations or guidelines supporting the safety of my family members with heart problems, or for those at risk for heard related morbidity and mortality. Among those most affected, Father (a Veteran of Viet Nam and a sufferer of a damaging agent orange health effects). Brother and Brother'-in-laws will non longer be able to safely utilize the land for gathering, work and recreation. It poses them additional risk to their vital pacemaker function, as they all have heart conditions and pacemakers. This information, while considered irrelevant per the EIS, has been a noted concern in other valid literature. (See added Documents "Electromagnetic Field Liability Protection Claims-Made Coverage Summary" and "Electrostatic and Electromagnetic Effects of Overhead Transmission Lines * * *.") Presenting members at this 10/30/24 meeting also indicated no knowledge or examples of insurance or lability protection from Electromagnetic Field exposure, in particular, for affected landowners. Yet, the danger does exist, as does the Responsibility and Obligation of Xcel and MNPUC to ensure the health, safety and welfare of homesteaded landowner citizens. The concern is evident in many ways, and is well documented in the Electromagnetic Field Liability Protection Claims-Made Coverage Summary by Federated Rural Electric Insurance Exchange (added document).	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Potential impacts and mitigation measures concerning implantable medical devices, such as pacemakers, are discussed in Section 5.3.2.
39	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
39	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
39	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. The Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for about 170-180 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact. Pre the Minnesota Public Utilities Comission order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. Also per recent Stare and Tribune article from this Thurs or Friday, Xcel projects significant increases to original costs for developing and constructing projects from 2025-2030 which will further increase rates during this already difficult economic time we find ourselves in.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
39	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
39	If a route were mandated on the blue line, then the routes I proposed and that were included in the EIS initial proposal, that bypass my property and neighbor's homesteads, and increased distance from ongoing exposure, would be preferred. Failing that, I further mitigation measures must occur including nut not limited to the following: Non hostile and full cooperation with Buy the Farm Option, including all associated amenities related to it regarding cost of moving, prorated mortgage, and respect for relocation time frame requirements for the displaced party, among any others established. Mitigation to safety measures if affected landowner remains, including but not limited to: Providing protective landscaping such as with forestation, berms, or hills. Retrofitting existing homes and buildings with protective insulation. Covering both current and future revenue loss from agricultural practices and from loss of agricultural homestead designation. Evaluation of the drainage impact on existing property and proposals to mitigate to the satisfaction of the existing landowner. Compensation for lost property acreage and lost property value. Ongoing compensation for intermittent line maintenance including land restoration to the satisfaction of current property owner.	The Buy the Farm program is discussed in Sections 5.2.1.3 and 5.2.7.3. Compensation for property owners is addressed in Section 3.3.2.1. Retrofitting homes was not noted as a mitigation measure, but if implemented, would also block cellular and radio signals. Creating natural buffers such as landscaping was not noted as a mitigation measure because magnetic fields are not easily shielded and exposure levels are dependent upon distance.
40	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
40	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
40	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
40	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
40	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
41	My wife and I manage an equine based business. We do not want any power lines on our property. Please place these lines on the north side of 310th street. We are concerned for the well-being and safety of our livestock, horses, our lives, and the lives of those riding on our property. At a bare minimum place the lines on the north side of 310th st. I would also like to point out that we are the only driveway the proposed plan goes through along 310th st. for several miles.	Thank you for your comment. Your request to move the anticipated alignment to the other side of 310th Street is noted. Should the Commission issue a route permit along 310th Street continue to convey your concerns to the permittee.
41	As suggested on Nov. 7th's meeting, please move the line a 1/2 mile north of 310th St. This was Mr. Potter's idea.	Route Segment 223 is included in the EIS and discussed in Section 8.9.3.
42	When is enough enough? This is truely the expression to characterize the relentless intended distruction of the Fish Creek Basin Wetland that Xcel and Mn Agencies have taken since 2008. They have once again ignited that sentiment in their selection of the Mn Energy Purple Route.	Thank you for your comment and participating in the permitting process. Xcel Energy selects a preferred route independent of Minnesota agencies preferences, though it may coordinate with agencies to assist its evaluation. The Commission permits a route based on the factors described in the EIS.
42	The CapX project entities, including Xcel project management, regulatory agencies and the DNR knew of the impacts the project would inflict on the Fish Creek Basin Wetland. (see; CapX 2020 St. Cloud to Monticello FEIS pages 3-20 and 3-21; Fish Lake Area). The last paragraph on page 3-21 makes a noted reference to "increasing impacts on northeast side of 194, this would potentially increase impacts to wetlands...". They slightly avoided directly naming Fish Creek Basin Wetland.	The comment was not directed towards the content of the EIS.
42	Being the Mn Energy Connection Purple Route is the preferred alternative route, from Hasty CSAH 75 to CapX Line crossing, it would inherit the negative impact effects of the CapX decision to route their project to the northeast side of 194. Why would the Mn Energy Connection route planners make the Fish Creek Basin route the alternative to the Blue route alternative?	Xcel Energy independently selects a preferred route as part of proposing a project. The Commission permits a route based on the factors described in the EIS.

Comment ID	Comment	Response
42	First impact would be the scalping of the ROW along the 1800's railroad berm. That ROW is a 150' wide swath from south to north, and over a mile from the southern bluff to above the northern bluff. It then travels across the northern bluff to the ROW of CapX Tower 54's ROW. Next would be the placement of the Applicant's 345KV High Voltage Transmission Line (HVTL) tower and poles. The number and height will be similar to the paralleled CapX 2020 HVTL to the west. The Energy Connection HVTL will not be utilizing an adjacent ROW as in the case of the CapX project. However, it will be within 200 feet of the Mississippi Oxbow. The recreational canoeists intending to enjoy this recreational highlight will instead be looking up at the Gothic structures at a 30 degree angle above the 1800's railroad berm. Next will be the placement of, at minimum, four double poled transmission structures. The HVTL makes a 90 degree turn west away from the railroad berm towards the CapX towers 53 and 54 ROW. These dual poled structures will have to be sturdy, since the bluff ground has a tendency to shift. Also, these towers must be capable of handling the rise and extra tension of the crossing HVTL line. These added bluff structures are new to the wetland environment. The negative effects will impact the Mississippi Scenic Riverway travelers, and also the Scenic Riverway Recreational travelers, that being bicyclists and canoeists. Next will be the cabling of the Mn Energy Connection Transmission towers. The dressing of the double circuit towers along the railroad berm will subject the avian fowl coming off the Oxbow to an immediate danger. These HVTLs will be (14} 1.5 inch cables strung over a mile from south to north along the 1800's railroad berm. Each circuit will contain 3 phase cables with 25 foot spacing and a ground protection cable spaced 25 feet above the ground cable. The flying avian will be confronting a 100 foot cable wall. The fowl will not have the distance to get sufficient height to make use of the bird deflectors positioned 135 feet above the tower's grounding cables. This challenge for the birds could create a substantial negative affect resulting in injury or even death.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north.
42	Along with the dressing of the 345KV HVTL towers in the Fish Creek Basin wetland and northern bluff, there are negative effects included in the placement, size and the FAA's required lighting of the crossing towers. There will be a 250+ foot dual double circuit tower on the northeast side of 194 and one on the southwest side of 194. Picture this.....a 25 foot spacing above the CapX line between towers 53 and 54, a 25 foot spacing between each of the 3 phase cables and a 25 foot spacing between the top phase wire and the ground protection cable, bring the additional heights grand total to 125 feet ABOVE the existing 150 foot CapX 345KV HVTL.	EERA confirmed with the applicant that no structures are currently anticipated to be used for the project that are tall enough to require lighting to comply with FAA regulations.
42	For the Great Riverway travelers, the enormous crossing towers will have shockingly, impacting negative effects. However, being in excess of 250 feet in height, each Mn Energy Connection crossing tower will have to be lite for aircraft, that include I94 in their flight plan, as a safety warning. The impact of the safety lighting will also negatively affect the night skies of the nearby homesteads, changing the rural landscape forever. When is enough enough!	Comment noted.
43	We are pleading that this Certificate of Need and Route Permit is denied. We farm and own several acres of land through which the proposed line will go through, including the land along the western bank of the Mississippi River.	Thank you for your comment and participating in the permitting process.
43	Along the river we have worked to create a zone in between our tilled acreage and the river bank. This has allowed for increased tree growth and underbrush. Even with this I am amazed and saddened at the erosion that occurs along the river bank. If the power lines are placed where they are proposed this will require the cutting of those trees along a large section of the river bank, including two eagles nests in those trees.	Comment noted. Additional information concerning potential impacts and mitigation measures associated with bald eagles was added to the final EIS.
43	Additionally, along these fields we have been able to watch as nature has developed and grown. Our field down there is home to many birds (now including sandhill cranes) as well as other migratory and native animals. We have even heard and seen evidence of a cougar that passes through periodically! There are deer, bear, muskrat, fox, coyotes, wolves, beaver, otters and so many others. It truly is a magical piece of land that we work to protect and preserve!	Comment noted.
43	The power lines will pass through many of our fields. We have been told that the high powered lines do not interfere with farm equipment but our experience tells us otherwise. We farm a field along I-94 that has a high powered line. When we are on this field with our tractors it affects the GPS signaling needed for planting and harvesting.	The final EIS has been modified in Section 5.3.6 to point out that public commenters have expressed that they have experienced interference with GPS navigation equipment from existing transmission lines.
43	The power lines will cross and impact many of our irrigation pivots. Even if we could be compensated for that pivot we could never be compensated adequately for the loss in yield year after year due to not being able to irrigate our crops.	Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4.

Comment ID	Comment	Response
43	High powered lines will also pass close to our dairy barn. There are several concerns identified through multiple studies on this topic. • Dairy cows can experience electrical shocks from stray voltage, which can lead to behavioral and physiological issues. These can include reproductive problems, mastitis and lower milk production. (Please forgive me as my annotation skills are rusty - found information in this study hLtps://www.sciencedirect.com/science/arLicle/abs/pU/S0048969712016464#:~:text=Con dusions,Acknowledgrnents - and there are other studies) • Dairy cows can be sensitive to earth currents which are affected by ground current. This can lower milk production (https://www.sciencedirect.com/science/aitide/abs/pii/S0048969712016464#:~:tex t=Co ndusions.Acknowledgmen ts). • Power lines can also disrupt the magnetic alignments of ruminants and interestingly this seems to affect the way cows position themselves and graze. Clearly more research needs to be done to study the impact of this. (https://pubs.nmsu.edu/_b/B129/index.html) More research needs to be done to study these impact these high powered lines will have on a dairy herd. There is clear research that indicates it negatively impacts milk production. Again, it is impossible to be adequately compensated for the loss in revenue this will cost our farm for years to come.	Potential impacts and mitigation measures concerning stray voltage and cattle are discussed in Section 5.4.2. Additional information has been added to the EIS.
43	We are a small family farm. :Milking about 100 head with no outside employees. Projects like this place an undue burden on the family farm and will contribute to many more farmers having to sell out to land developers or corporate farmers. This is another example of our country abandoning the family farmer in favor of corporate gain and benefit. As a small family farm we have invested everything we have back into out farm. We do not have a 401k like the executives from the energy company. We have our land. Placing these lines on our land will decrease the value of our land for our lifetime and it is impossible to know what that long term value will be at this point in time. It is wrong to expect us to sacrifice our retirement savings while the big business executives grow theirs as a result of stealing from us.	Comment noted.
43	Again, we are begging you not to grant a certificate of need for the proposed MNEC Project. This is placing an undue burden on us and many of our neighbors. We suggest the conversion of the Becker Plant to Natural Gas (especially learning that they are going to build two new natural gas plants).	Comment noted.
43	We implore you to not grant a route permit for the proposed MNEC Project. None of the lines should be considered. Placing over 170 miles of high voltage lines is irresponsible fiscally, environmentally and for community health. The shortest distance between two points has always been a straight line, the lines proposed are anything but straight. They travel 40-50 miles north of where they would need to go. There is no explanation for the extra mileage placed on these lines. Please deny these requests and protect us and other small family farms.	Comment noted.
44	I am writing to inform you of my objection to this proposed project and ask that both the Certification of Need and Route Permit are denied.	Thank you for your comment and participating in the permitting process.
44	The high voltage lines will pass close to our dairy barn and my home. I am very concerned about the effect that this will have on the milk production and will negatively affect our ability to earn a living and to be able to continue to farm.	Impacts to cattle are discussed in Section 5.4.1.1. Additional information has been added to this section regarding potential impacts to milk production.
44	I am concerned about the health effects these lines will have on me as I live on this property. I have around 30 nieces/nephews and 20 great nieces/nephews who love to come to the family homestead.	Potential impacts and mitigation measures concerning human health and safety are discussed in Section 5.3.
44	The power lines will cross my fields affecting the gps in my tractors. They will disrupt multiple irrigation pivots that I rely on. Even driving around these poles with our equipment is burdensome.	Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4.
44	I would never dream of going to the executives of the energy companies and tell them what their equipment is worth, to place a monetary amount on the work they do just to buy them out to tell them to stop. It is ridiculous to have them come onto my farm and name a dollar amount when it is impossible to tabulate the long term impact this will have on my income.	The comment was not directed towards the content of the EIS.
44	It is ridiculous to allow a big private business the ability to run family farmers out of business. Farming is not just a job. I have never worked a 40 hour week in my life, instead my hours start before the sun comes up to after it sets, seven days a week. My decision to farm comes out of a deep desire that few can understand. To allow a private business to profit from taking land from me and depriving me of that income is incomprehensible and goes against everything I thought this country stood for.	The comment was not directed towards the content of the EIS.
44	My family has farmed this land for generations. I am working to protect and preserve that for future generations. I have purchased this land and poured my sweat and tears into the ground.	The comment was not directed towards the content of the EIS.
44	For these reasons and many others I am begging you to not grant the permit. Do not consider any line being placed. This is placing an unfair burden on rural Minnesotans, especially family farms. Please deny the permit and the lines and protect family farms for generations to come.	Comment noted.
45	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
45	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
45	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
45	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
45	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
46	Referencing impacts to 3 parcels on Kandi-Renv line owned by Rust George O & Kathleen F Tr. Submitted by Lynn Rust POA for Kathleen Rust. 89490 405th St, Bird Island MN 55310 and 12500 240th Ave SE, Lake Lillian MN 56253 I am against the alternative that goes through Renville and Kandiyohi County with a connector on the Kandi-Renv County line because of the impacts to the devaluation of the Rust agland and to 2 farmsites that my mother has owned for over 60 years, one a century farmsite.	Thank you for your comment and participating in the permitting process.
46	I am against EMF impacts to health even though your document says this is not true, it is true for some people, especially children. I have personally experienced surveying under powerlines and the EMF spreads and electrifies pickups. I would like your document to describe impacts to farm machinery and the operator's health.	Potential impacts to the health and safety are discussed in Section 5.3. The EIS has been updated to acknowledge that impacts would be applicable to both those living or working near the project. Induced voltage is discussed in Section 5.3.5.
46	I am against the impact to the traveling public on the Kandiyohi-Renville County Road that would have one set of power poles for the existing Mcleod CO OP Power on one side and another set of newly installed power poles for the connector line on the other side of the road. This adds double the crash hazards for traveling vehicles on this gravel road and hitting poles head on are often fatalities. This road is often very slushy, slippery, icy at certain times of the year with beet trucks, grain trucks, harvest equipment besides passenger vehicle traffic. I do not see the coordination with Mcleod CO OP addressed in the document.	Section 5.2.10 has been updated to address this concern.
46	Additional lines in the air create additional hazards for aerial spraying that may create an economic impact to the farmer and/or the spray company.	Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4.
46	I am against the visual impact of poles and lines, and also impacts to wildlife.	Comment noted.

Comment ID	Comment	Response
46	I am representing Kathleen Rust, my mother who is the landowner. Her address is 955 Cleveland Ave SW, #201 Hutchinson MN 55350. Your outreach to her is not successful, she reads about this in the Willmar Central Tribune and does not understand the potential impacts to her properties. She moved off the site with the Bird Island address in the fall of 2023 and between USPS database and your database, she does not receive information. She does not understand you may begin purchasing property and/or obtaining easements in the summer of 2024. Your outreach of potential impacts for alternatives is not successful with elderly who are not computer literate. The fall harvest season would not be the best time to hold public meetings if you are interested in a high attendance to receive public input.	Notice requirements are outlined in Minnesota Rules, chapter 7850. Notice is required after application submission pursuant to Minnesota Rules, part 7850.2100. Notice of public information and scoping meetings is required pursuant to Minnesota Rules, part 7850.2300. EERA staff mailed notice to landowners potentially impacted by alternative routes. Notice of the availability of the draft EIS is required pursuant to Minnesota Rules, part 7850.2500, subpart 7. Notice of the draft EIS meetings and public hearings is required pursuant to Minnesota Rules, part 7850.2500 Subpart 8 and Minnesota Rules, part 7850.2600, respectively. Notice of the final EIS is required pursuant to Minnesota Rules, part 7850.2500, subpart 9. Minnesota Department of Commerce, Energy Environmental Review and Analysis unit (EERA) and Minnesota Public Utilities Commission. Staff followed these notice requirements, as did the applicant.
47	Powerlines should be buried along roads and railroads.	Thank you for your comment. Underground transmission lines are addressed in Section 4.2.4.2.
47	If powerlines go thru farmland the farmland will be devalued 30 to 40%. Not only on the land directly under the towers but the whole farm.	Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
47	Building sites within a 1/4 mile will be devalued 35 to 40% also.	Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
47	We also have producers raising sweetcorn, peas and other specialty crops. Helicopters won't go near the towers. What if drones and GPS are affected by the towers. Who pays for the additional costs and safety issues.	Potential impacts and mitigation measures concerning electronic interference are discussed in Section 5.3.6. Minnesota Public Utilities Commission permits require permittees to correct impacts from electrical interference (Appendix F). Section 5.3.6 has been updated to also included reference to drones. Landowner agreements are outside the scope of this EIS.
47	In the future if a self driving tractor's GPS fails and the tractor and implement runs into the tower, who pays for that damage?	Commission permits require permittees to correct impacts from electrical interference (Appendix F). To the extent a landowner has a claim alleging damages because of the project's interference with GPS systems, it would be considered as part of Xcel Energy's standard claim process. In that process, a landowner would submit a claim detailing their loss and providing any supporting information, and Xcel Energy's claims department would investigate regarding liability. Resolution of any claim would be based on fact-specific circumstances. Regardless, to the extent a landowner believes they are experiencing interference from the Project, Xcel Energy encourages landowners to contact the company with concerns so that they may be investigated and resolved.
47	Also in the future if organic farming takes over with lots of hand labor required. Is it safe to be under the towers day in and day out - day after day?	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. The EIS has been updated to acknowledge that impacts would be applicable to both those living or working near the project.
47	And if there is health issues in the future such as leukemia - child defects or brain issues who pays for that?	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
48	The Xcel route through Renville County is set to run along every acre my parents own across 2 sections, which are also the acres I rent for farming. My family does not agree with the new line going across prime Renville County farmland, and do not want it to go across our families land.	Thank you for your comment and participating in the permitting process.
48	This line will have a huge impact on my farming operation as well as large impacts on the ground itself. The compaction that will be made from the work being done will cause big issues, the equipment used to fix the compaction will wear out faster, and the crop yields will be greatly impacted for many years. In the end this costs everyone involved lots of money, and the compensation isn't worth it. More thought needs to go into the impacts the line will have on everyone's farming operations, what most families who own the ground rely on every year.	Compensation for property owners is addressed in Section 3.3.2.1. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4.

Comment ID	Comment	Response
48	Aerial spraying of my fields will be impacted, and significantly increase the dangers of spraying with a plane around wires cutting directly across the middle of farmers fields. Drones are used in scouting and spraying fields, and the large Xcel poles/wires will interfere with the signals between the drone and the operator, which can cause mistakes or even crashes.	Potential project related impacts to agriculture are discussed in Section 5.4. Section 5.3.6 has been updated to also included reference to drones.
48	We do not want the lines to go on our farmland and an alternative route is needed for our area in Renville County.	Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
49	I have attended several public meetings and have come to the conclusion at all of the meetings that the best option is to be the most economically friendly, cost prohibited is to build closest to end of project route where power is needed. There is plenty of available property near end destination for solar or wind to provide adequate supply for this project. Furthermore the current process of providing electricity is more of a reliable source. Less blackouts and loss of electricity there are ways to clean the exhaust from coal powered plant available. We as farmers can do it with our equipment so the engineers for the big companies should be able to feasibly do it as well.	Thank you for your comment. Alternatives to the project are discussed in Chapter 4.
50	It looks like in the near future Al Data Centers are going to require a huge amount of electricity. There is also a huge shortage of affordable housing. When the railroad came through Kimball relocated close to the railroad. Since all this infrastructure is needed It looks to me like a huge opportunity to build these Data Centers and housing for the employees close to the windfarms. The energy may be green, but the concrete and steel in these towers is not. This would not totally solve the issue with the Sherco plant, but less generation will be needed at that location. This would reduce the need for a powerline from the windfarms to Sherco and the powerlines that will be needed because the power would also need to be transferred to the Data Centers that would no longer be needed in Minneapolis and St Paul. Eliminating much line loss.	Thank you for your comment; however, construction of data centers and housing are outside of the scope of the EIS. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
50	There is also a lot of line loss and stray voltage when transporting electricity through powerlines.	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including stray voltage, are discussed in Section 5.3.
51	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Scenic River Act of Mississippi. DNR approved migrant and Recreation River Impact on Big Island.	Thank you for your comment. The wild and scenic river bank along the Mississippi River is discussed in Sections 5.6.6 and 12.6.6. Wildlife impacts, including those to migratory birds, are discussed in Section 5.6.12. Reference to the "Big Island" in the Mississippi River has been added to Section 12.6.9. However, "Big Island" is referred to generally as "an island in the Mississippi River" since the island has no official name according to the DNR.
51	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No.	Comment noted.
51	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No.	Comment noted.
51	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: Purple	Comment noted.
51	I do not believe solar gardens will produce enough energy to warrant transmission lines. Xcel's plans are not proven but just plans. Battery storage for solar are only plans at this time. I feel zero carb goals are politically driven through money and promotion against fossil fuels. Xcel has notified us of need of off peak due to energy shortages at times admitting solar/wind will not replace fossil energy.	Comment noted.
52	Gerald and I, Bernice, mailed in an affidavit to Administrative Law Judge Suzanne Todnem, Oct. 30, day of Kimball meeting. We also attended previous Kimball, Powder Ridge and Becker meetings. Plus sent in public comment from July 16, 2023. Map enclosed [map identifies property and potential pole locations].	Thank you for your comment and participating in the permitting process.
53	I attended the hearing on l 0/30/24 at Kimball High School. At this time I was informed that the MN DNR submitted an alternative route (#244) for your transmission line to take into consideration from the original proposed route. I feel Excel Energy should seriously consider this as their newly preferred route regarding this area since the initial proposed route crossed over crucial wetlands that have a continuous natural water springs that providers a water source for many different kinds of wildlife in this area. We need to preserve this premium, luxurious wildlife vegetation. As I understand the MN DNR does much research to protect our wildlife and so out of respect to the MN DNR, Excel Energy should honor their request and use their alternate route #244 as the newly preferred route for this area of concern.	Thank you for your comment and participating in the permitting process. Section 2.9.2 analyzes the potential impacts of Route Segment 244 versus the equivalent section on the applicant's proposed Blue/Purple Route.

Comment ID	Comment	Response
54	I am writing in opposition to the proposed Purple Route and the newly proposed alternate Pink Route in Yellow Medicine County. The alternate Pink Route would be very disruptive to many families that live along the route and would come dangerously close to their homes. Having the route so close to their homes would devalue their properties and would also create a major safety hazard. The alternate Pink Route would also be very disruptive to our local electric provider's (Minnesota Valley Cooperative Power Company of Montevideo) electric lines that were just recently installed along a portion of the proposed Pink Route following Yellow Medicine County Road 40 near Hanley Falls and Cottonwood Minnesota that serve local residences.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning human health and safety are discussed in Section 5.3 and property values are discussed in Section 5.2.7.
54	The citizens located along the proposed Purple Route already have to contend with the existing CapX powerline. A large portion of the proposed Purple Route in Yellow Medicine and Chippewa Counties runs through valuable farmland and it is not located along a roadway. Running powerlines in a route not located along a roadway is irresponsible. If there were to be a major storm that would cause damage to the powerlines, repair crews would then have to run down crops or move snow to access the damaged powerlines. Ultimately, there would be a delayed response in fixing these damaged powerlines as it would take longer to fix the damage due to the areas where the powerlines are not located along a roadway.	Section 7.2.1 addresses that certain route segments would result in boxing in particular parcels. The EIS discusses following existing rights-of-way. Minnesota Rule 7850.4100 requires the Commission to consider use or paralleling of existing rights-of-way (ROW), survey lines, natural division lines, and agricultural field boundaries. Minnesota Statute 216E, subdivision 7(e), states that the Commission must consider routing a high voltage transmission line (HVTL) along an existing HVTL or highway ROW and to the extent these are not used it must state the reasons why. Regardless of whether the line is adjacent to a road or through an agricultural field, the applicant indicated their crews would respond quickly while prioritizing safety. They also noted: Generally, their approach to access and repair is the same whether a transmission line follows a roadway or across farmland. Special equipment (that is, tracked vehicles and matting) might be required as part of non-roadway access and if conditions warrant along a roadway. Durations to restore a transmission line following an emergency are dependent upon the magnitude of damage that occurred. In general, after an emergency, the applicant's focus is to ensure the safety of the public and to restore power. To the extent possible, Xcel Energy would notify landowners and road authorities of the emergency work and timeframe to repair. Any damage caused during emergency restoration is repaired to pre-event conditions. If crops are damaged as part of emergency work, farmers are compensated accordingly. This information is included in Appendix O of the EIS.
54	I farm land located in the Southwest Quatter of Minnesota Falls Township Section 19 in Yellow Medicine County. The existing CapX powerline runs along the Western edge of the property along the County Road. The new proposed Purple Route would run through the middle of the section exactly 1/2 mile to the East of the CapX powerline. I feel this is very unfair to me and my neighbors as we would now have to contend with maneuvering farm machinery around powerlines on both sides of our fields. Haven't landowners and farmers in this area already done their part by allowing the CapX powerline to run through their pro petties? Some of the land through which the proposed Purple Route would run goes straight through the middle of an existing field. This creates a large danger to the farmer as the chances of hitting a pole with a piece of farm machinery is greatly increased and could easily cause bodily harm or even death. Having a power line run through the middle of an existing field would also ultimately decrease the value of the farmland as well.	Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4.
54	Xcel Energy should locate its windmills and solar panels closer to the Sherco Substation instead of asking farmers and landowners to sacrifice their farmland by allowing Xcel Energy to run powerlines through their properties. Minnesota Valley Cooperative Light & Power (our local electric cooperative) just recently moved a powerline in Yellow Medicine & Lyon Counties that had run through the middle of farmland so that it now runs along a roadway. Their reason for doing so was so that their crews could more easily access & inspect the powerline as well as to improve overall public safety. Xcel Energy should follow their example. The proposed Purple Route should not be allowed. There are better alternatives.	Comment noted.
54	I attended the hearing that was held at the Kilowatt Community Center in Granite Falls on November 6, 2024. Those attending the meeting were informed that Xcel Energy had filed testimony on September 6, 2024 noting the Modified Blue Route has the least amount of impacts for the entire route, and is therefore the applicant's Preferred Route. Although I would rather the transmission lines be built closer to where the electricity within the lines is intended to be used, I also realize that most likely won't be the case as land is more expensive near the Twin Cities. I would recommend the Modified Blue Route be used.	Comment noted.
55	I respectfully request this certificate of need for the proposed MNEC Project be denied. This includes denial of the Route permit for the proposed MNEC Project. This is not an efficient solution to Minnesota's energy needs. Wind and Solar are not reliable and are not ready for this type of project to be initiated. It will sufficiently hurt so many small farms, and homeowners along a path which appears to be owned mainly by private citizens, and not using the many acres of existing right of ways and state land.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
55	If this energy solution fails, the damage is done. Excel will have accumulated a very large amount of property along the way. The impact to family farms and homeowners financially in the devaluation of the properties they have worked hard to own will be lasting for more than one generation.	Comment noted.
55	There have been studies on health and environmental concerns already submitted in the public comments concerning this issue. I encourage you to read the submissions and make your decision for the people of the State most effected by the decision not for those that only benefit or have a significant financial gain.	Comment noted. Additional studies provided by the public have been screened and/or reviewed.
56	The commission should not grant a certificate of need for the project. Solar and wind is not a reliable source of energy. If Excel is going to build a plant in Becker that burns natural gas for a backup they can expand on that and no need for the project. The commission should not grant a route permit. Renville County is a farmland county. Poles thru the center of farmland makes no sense.	Thank you for your comment and participating in the permitting process.
57	We are writing to inform you that we are totally against using the red alternative route for the High Voltage Transmission Line. Our house is located where indicated on the attached map with a red dot. We do not want the line running that close to our house. We are very concerned about our health and safety with it that close to us.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning human health and safety are discussed in Section 5.3.
57	It is our understanding that these lines bring energy from the windmills to the Twin Cities area. We did not take any money for the windmills and feel you should stay on the property of the people that received funds from the windmill companies.	Comment noted.
57	We also attended a meeting in Marshall in February. We sent an e-mail with our concerns to andrew.levi@state.m.us. I have attached that e-mail. The concerns we mention in it are still valid. We received an email stating he was out of the office and would get back to us. That was the last we heard. It makes us feel that our concerns don't matter and you are just going through the required motions. We would appreciate a response addressing our concerns.	Your email from February 2024 was included as a public comment in the scoping process for the development of the EIS. See the scoping comment index here: www.edockets.state.mn.us/documents/%7BC0595D8E-0000-CB13-82B8-A08AEEF8928D%7D/download?contentSequence=0&rowIndex=157
57	The proposed blue line, if constructed, would run on the south side of our property. We have roads every mile in this part of the state and this power line is planned to run at the half-mile line. We don't understand why you don't construct this power line on the roads that currently have a right of way. Your proposal would sever our land by running your transmission line in the middle of the section. We have a number of drainage tile lines on our property that we are concerned about. The heavy equipment you use has the potential of crushing these tile lines. Also, we would have to work around the poles you plan to construct making it more difficult to farm. It seems it would make more sense to put the lines alongside an existing road. We are also concerned about the compaction this would cause. We have heard of cases where the soil never recovers.	The EIS discusses following existing rights-of-way. Minnesota Rule 7850.4100 requires the Commission to consider use or paralleling of existing rights-of-way (ROW), survey lines, natural division lines, and agricultural field boundaries. Minnesota Statute 216E, subdivision 7(e), states that the Commission must consider routing a high voltage transmission line (HVTL) along an existing HVTL or highway ROW and to the extent these are not used it must state the reasons why. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4.
57	At the meeting we attended, stray voltage was discussed. There were a number of people that complained about this problem. Rather strong electrical shocks were felt around these lines, which is another concern. People at this meeting have had this problem for years making us question the impact on our health. The noise associated with these transmission lines is another issue. We would like to continue to live on a nice peaceful farm.	Potential impacts and mitigation measures concerning human health and safety are discussed in Section 5.3. Potential impacts and mitigation measures concerning noise are discussed in Section 5.2.6.
57	Personally, we feel the transmission line is an eyesore. As we reach our retirement years, we really do not like the idea of looking out our living room window and seeing large poles instead of the beauty of the farmland that we have farmed since we were married 45 years ago. This project has no benefit to us, which makes it harder to accept the idea of this being constructed where your map shows.	Comment noted.
57	At the meeting we attended, the comment period was 6:00 PM to 8:00 PM. When the clock struck 8, your people said it is 8:00 so the meeting is over. It appeared that they were just going through a process and really didn't care about anything that was said.	The meeting ended at 8:00 because the notice indicated it would end at that time. The Commission's permitting process is not simply an act of going through the motions. Rather, it is an opportunity to develop a robust decision record. An additional written comment period was available.
57	As you can see, we are totally against this project being constructed as presented and will fight to keep our property as is. We hope you will take our thoughts in mind as you determine where to construct this project.	Comment noted.
58	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
58	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. Additionally, it is noted in 4.2.6.2.2 of the environmental impact statement, "Replacing coal-fired generation at Sherco with a new natural gas generation facility closer to Sherco and the Minneapolis-St. Paul metropolitan area, that interconnects to the Sherco Substation, is another alternative. This alternative is both feasible and available." This option does not have the same damaging impact to the environment as does the proposed transmission line.	Comment noted. The Project is proposed to interconnect new renewable generation to replace generation due to the retirement of the coal units at the Sherburne County Generating Station (Sherco) in Becker, MN which is connected to the larger Eastern Interconnection Grid. Xcel Energy plans its system jointly with Northern States Power Company, a Wisconsin corporation, covering the portions of the states of North Dakota, South Dakota, Minnesota, Wisconsin, and Michigan (the NSP System). The Project will interconnect generation to serve the NSP System in the Upper Midwest, not solely the metropolitan area.
58	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
58	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan and it is very inefficient, damaging to the environment and the reason coal is being replaced.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
58	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
59	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
59	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. Additionally, it is noted in 4.2.6.2.2 of the environmental impact statement, "Replacing coal-fired generation at Sherco with a new natural gas generation facility closer to Sherco and the Minneapolis-St. Paul metropolitan area, that interconnects to the Sherco Substation, is another alternative. This alternative is both feasible and available." This option does not have the same damaging impact to the environment as does the proposed transmission line.	Comment noted.

Comment ID	Comment	Response
59	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
59	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan and it is very inefficient, damaging to the environment and the reason coal is being replaced.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
59	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
60	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
60	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. Additionally, it is noted in 4.2.6.2.2 of the environmental impact statement, "Replacing coal-fired generation at Sherco with a new natural gas generation facility closer to Sherco and the Minneapolis-St. Paul metropolitan area, that interconnects to the Sherco Substation, is another alternative. This alternative is both feasible and available." This option does not have the same damaging impact to the environment as does the proposed transmission line.	Comment noted.
60	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
60	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan and it is very inefficient, damaging to the environment and the reason coal is being replaced.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
60	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
61	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
61	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. Additionally, it is noted in 4.2.6.2.2 of the environmental impact statement, "Replacing coal-fired generation at Sherco with a new natural gas generation facility closer to Sherco and the Minneapolis-St. Paul metropolitan area, that interconnects to the Sherco Substation, is another alternative. This alternative is both feasible and available." This option does not have the same damaging impact to the environment as does the proposed transmission line.	Comment noted.
61	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
61	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan and it is very inefficient, damaging to the environment and the reason coal is being replaced.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
61	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
62	I am a very small farmer owning only 640 acres. Of this 615 is farmable land that we cash rent out. The blue line which is preferred will put 8 large Xcel Energy high voltage poles set in big cement slabs on 320 acres - half of what we own. We have been told twice that the placement of the poles will most likely extend out into the fields because they will be on small township roads and need to be in farther in the event that the road will be widened. These are gravel roads with very few building sites to a section so extremely unlikely they will ever be extended but that won't matter if they want to put them in the field. So this is over half of our land that will see decreased land value plus more then likely decreased cash rent if have to farm around poles. This seems very unfair to burden us with that many poles which will affect us financially. Why can't our neighbor to the north and west share some of these? We feel disproportionately target to have half of our land devalued. Yes we get paid $5,800 or 72.50 per pole one time for lifetime of decreased land value and cash rent.	Thank you for your comment and participating in the permitting process.
62	Of course we feel as did everyone at the Marshall meeting on Nov. 7 that we don't benefit from this after construction and it should not move forward. I would hope you would listen again to Cal Ludeman's testimony that day. All we want is to be fairly treated.	Comment noted.

Comment ID	Comment	Response
63	I attended a meeting earlier this year and my only concern was the placement of aviation balls on the wires if the route in my neighborhood followed 66th Ave. (See attached aerial photo) Since then I see many proposed pink routes surrounding my property? I have been in flight school for the last year and the plan is to create a grass landing strip on my property next summer. The landing strip runs NW/SE providing ideal conditions for prevailing winds, provides ample length required for the aircraft we will fly and serves as a parking pad for my center pivot irrigator when not in use. The landing strip will be used for agriculture, business, and personal purposes. The proposed pink routes around my property would eliminate the possibility of my landing strip. Please take these issues into account when making your final decision on line placement.	Thank you for your comment. Members of the public were free to suggest alternatives during the scoping process. That is where these alternatives came from. Information concerning the proposed airstrip has been added to Section 5.4.2.1 of the EIS.
64	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: I would the information given at the to be more honest and true. My husband has gone to many meetings, he has always asked about pacemakers. He was always told that the lines wouldn't affect it. We are hearing more and more that it can effect pacemakers and other health issues. I also have heart issues where my heart beats irregular. I fear it could cause more issues w/my heart as I help with the farm.	Thank you for your comment. Potential impacts and mitigation measures concerning human health and safety, including pacemakers, are discussed in Section 5.3. This section recommends following the advice of your medical professional. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
64	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No - there are better ways to get energy to the cities. Retrofit the generation in Becker to gas. Do they know that they might need to pay more for this energy or are going to end up paying for this plus losing our land.	Comment noted.
64	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: More accurate information about all issues environmental, health disease safety, animals impacts. At one meeting you stated we should at least 300 feet from lines for cattle shed, yet you run line closer that to house with families. Apparently isn't valued very high.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
64	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No - wind and solar throughout the state is not a practical solution. Besides there is a lot of line loss per the Minn Public Utilities Commission order on 8-10-2023 is 11.33-12.75 percent generation cap. Through MISO is around 15%. With the host of the amt above - there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
64	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: Neither plan is a good solution to the future needs of Minnesota.	Comment noted.
65	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The land won't be worth much if the powerline is threw it. Tell the people the true facts about the dangers of the line.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning human health and safety are discussed in Section 5.3.
65	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. Build the natural gas plants at Becker. Forget the powerlines or go under ground.	Comment noted.
65	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: So it is safe for humans and animals.	Comment noted.
65	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. If it is not safe to go through DNR land or wildlife, then it is not safe for humans either. I have a pacemaker and it is not safe to be near a power line.	Comment noted. Potential impacts and mitigation measures concerning human health and safety are discussed in Section 5.3.

Comment ID	Comment	Response
65	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: Put the power plants close to the cities where most of the power is needed or go under ground. The government is paying for most of the line or charge the people who get the power.	Alternatives to the project are discussed in Chapter 4.
66	I don't feel that a certificate of need should be issued for Xcel Energy's Minnesota Energy Connection Project. I see no positive impact on the areas directly impacted by the proposed transmission line other than putting some money in a few landowners hands for a short time. I have already witnessed relationships between neighbors being completely destroyed over route proposals.	Thank you for your comment and participating in the permitting process.
66	My family's home and building site by Milroy, MN is completely inside of the prospected yellow connector route as presented to me on the map shown at the public meeting near Marshall, MN. Representatives for the project there told me that this route option is unlikely to be chosen, however, my family and I are still very concerned about the final outcome. The proposed transmission line would pass over my front yard within a couple hundred feet of home. It would dominate the view out our front door, yard, workplace and driveway permanently for us and future generations of our family which I hope remain living here. There are no positive effects for us, only negative. No amount of money can compensate us for that.	Comment noted.
66	There has also been a site set up for a Verizon Cell phone tower less than a mile east of our home that has been permitted for a couple years now and has yet to be constructed. Infrastructure has already been installed in the ground for it for over a year. This site falls directly in the proposed path of the transmission line as well. This tower is badly needed in this area and would benefit us greatly by improving our currently very poor cell phone service in this area. It is my belief that this power line project is effecting the completion of that tower.	According to Jeanette Pidde, Land Use and Zoning Supervisor, at the Redwood County Environmental Office, a Conditional Use Permit was issued in 2023 for the construction of a 250-foot telecommunication tower in the northeast quarter of S17, T111N, R39W in Westline Township. According to the permit application, the telecommunication tower's foundation is 300 feet south of the 260th Street ROW. The proposed alignment is 65 feet south of the 260th Street ROW, and therefore, would not intersect with the tower location. Potential for interference with cellular phone signal is discussed in Section 5.3.6.
66	In closing, I will simply state that we don't, in any way, want this transmission line here.	Comment noted.
67	Comment includes a map with a circle around "LUX (Pvt)" and a map of the Twin Cities Sectional Aeronautical Chart from 1998.	Thank you for your comment. The private Lux Strip Airport is discussed in Section 8.4.1 of the EIS.
68	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
68	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
68	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
68	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
68	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
69	I attended the Nov 6 meeting in Granite Falls, MN and have the same concerns that I expressed in a comment letter last February, the proposed purple line cuts our farm in half in Sec 20 and 17 of Rheidenland Twp. This land has been as one unit for over 40 years with many tile lines crossing the proposed route. This powerline will adversely affect farming practices and costs along with a decrease in value because of the existence of the powerline.	Thank you for your comment and participating in the permitting process. Section 5.4.3 addresses potential mitigation measures for agricultural operations. It has been updated to include this statement clarifying potential concerns with following division lines: "However, according to commenters, in some cases following a property line is still burdensome to a farmer as field lines do not necessarily follow parcel boundaries."
69	Another consideration will be the construction and maintenance of this line due too many heavy equipment crossing over tile and farmland causing permanent loss of production and profit. As I stated in my last letter why is this line not following road right of ways, for better access for construction and maintenance. This questionable powerline provides very little to no benefits for the peole it is affecting adversely.	Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4. The EIS discusses following existing rights-of-way. Minnesota Rule 7850.4100 requires the Commission to consider use or paralleling of existing rights-of-way (ROW), survey lines, natural division lines, and agricultural field boundaries. Minnesota Statute 216E, subdivision 7(e), states that the Commission must consider routing a high voltage transmission line (HVTL) along an existing HVTL or highway ROW and to the extent these are not used it must state the reasons why.
70	I am writing that our family is opposed to the proposed route connector on the Kandi-Renville county line and the project overall. While against the overall project, we are most opposed to the route connector that directly impacts our farm land and 100+ year family farm-site where we live. Most of the reasons have been noted in other submissions. EMF impacts to human and animal health, problems with farm equipment and communications, farm operator health to name a few. I walk the road almost everyday directly under where that power line connector is proposed and there is no way it can be proven it doesn't impact health. We have bald eagle activity almost every day, at least two nests that would be impacted, along with other wildlife in our area.	Thank you for your comment and participating in the permitting process. Additional information concerning potential impacts and mitigation measures associated with bald eagles was added to the final EIS.
70	I also can't figure out why the connector route was even proposed? Running lines through agricultural land or areas like ours not yet devalued by large unsightly power lines doesn't make sense when there is a route just a few miles north of us that already has power lines so additional impact is lower.	Members of the public were free to suggest alternatives during the scoping process. The EIS discusses following existing rights-of-way. Minnesota Rule 7850.4100 requires the Commission to consider use or paralleling of existing rights-of-way (ROW), survey lines, natural division lines, and agricultural field boundaries. Minnesota Statute 216E, subdivision 7(e), states that the Commission must consider routing a high voltage transmission line (HVTL) along an existing HVTL or highway ROW and to the extent these are not used it must state the reasons why.
70	On the overall project I also cannot believe that there is no way to make power closer to where it is being used instead of moving it across 170+ miles of unsightly and dangerous power lines. If the areas that are using so much power need power, make power by where it is needed. If it's economical to make power by wind in Lyon County, add the data centers and other power uses in Lyon County to create work and opportunity for those who live there. Of course, it's mainly rocks and cows out there right?	Alternatives to the project are discussed in Chapter 4.
71	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
71	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
71	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
71	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
71	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
72	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4.
72	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
72	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
72	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
72	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
73	Certificate of Need: The existing coal plant has provided a reliable source of energy. We were told at the public hearing in Olivia, on November 6, that the plant has often not been at full capacity. This plant should be used, maximized and possibly even expanded, rather than disrupt hundreds of miles of private farmland and nature/hunting ground. There is clearly pressure from wind and solar organizations that, together with Xcel Energy, seek to profit from this project. With the new incoming administration, we strongly believe that federal support and funding for wind and solar projects will be eliminated. This will cause those projects to evaporate. We also need to keep our reliable energy sources, that do not fluctuate depending upon wind and sun conditions.	Thank you for your comment; however, changes resulting from a new administration are outside of the scope of the EIS. Alternatives to the project are discussed in Chapter 4.
73	Route Permit: The proposed Blue Route is longer than the Purple Route and most disruptive of private, productive farmland, nature/hunting ground and homes. If this project is deemed necessary, the permit route should be along existing highways and right-of-ways. The Renville County Board of Commissioners also formally took a position against disrupting the fertile farmland in this area. Concerns were also expressed about constant humming noises and stray voltage for nearby homes. The Blue Route is too disruptive of private land and individual rights in the quest for profits by Xcel Energy, as well as wind and solar organizations.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. The EIS discusses following existing rights-of-way. Minnesota Rule 7850.4100 requires the Commission to consider use or paralleling of existing rights-of-way (ROW), survey lines, natural division lines, and agricultural field boundaries. Minnesota Statute 216E, subdivision 7(e), states that the Commission must consider routing a high voltage transmission line (HVTL) along an existing HVTL or highway ROW and to the extent these are not used it must state the reasons why.
73	Thus, we are against the MPUC granting both a Certificate of Need and a Route Permit for this project.	Comment noted.
74	The Blue Route runs right through our township and affects much of our township's land. We are already dealing with major pipelines and powerlines that run through our township now. Alliance Pipeline was a former pipeline owner that did not pay its taxes and has been sued for back taxes. This has meant decreased revenue to our county and township.	Thank you for your comment; however, pipeline companies not paying taxes is outside of the scope of the EIS.
74	We agree with the Renville County Board saying that existing right of ways should be used if the project happens. The bottom line is that we do not support this project.	Comment noted.
75	This communication is to express the concern over the proposed Minnesota Energy Connection Project in Southwest Minnesota, specifically a proposed line from Sherburne County to Lyon County of Minnesota. This regards the connector segments proposed near Amiret. Minnesota along County Road 2 from Amiret (County Road 9) to Highway 59. Reviewing the map - specifically the proposed pink connector route near Amiret, MN from County Road 9 to Highway 59. First and Foremost this proposed line runs right by the small town of Amiret and its inhabitants, it runs by a cemetery, it runs by a farm with livestock, it runs by a home with young children, it runs by a pond, it runs by natural habitats. This line potentially could harm - people - young and old in the town or country, livestock that goes to consumers, and wildlife, a natural resource. This line could potentially cause the loss of wildlife habitat, windbreaks, and income from farmland.	Thank you for your comment and participating in the permitting process. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north.
75	Please consider a reasonable alternate route.	Alternative routes were proposed during the scoping period and accepted alternatives are listed in the scoping decision. Accepted alternatives are evaluated against other relevant routes in the EIS.
76	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
77	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
77	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Thank you for your comment and participating in the permitting process.
77	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
77	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
77	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
78	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. We are a big agricultural community, what will be done to save our farming land and livestock. Many of us rely on this as our source of living.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4.
78	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. We are way north of this area. Keep it closer to the Twin Cities - there is no need to come all the way up here for those needs.	Comment noted.
78	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. What will happen to all of us living in this rural area and to our cattle, and wildlife?	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
78	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. Absolutely not.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
78	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans. There is no good route - keep it closer to the Twin Cities.	Comment noted.
79	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. How will this affect our living conditions here? Our drinking water, our children's health and fertility later in life. Our schools and churches - our way of life.	Thank you for your comment. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
79	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. No - why wouldn't you look into natural gas as a replacement.	Alternatives to the project are discussed in Chapter 4.
79	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. You need to have more information about all the negative health effects to humans and animals.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
79	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. No- this makes no sense at all.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
79	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans. Absolutely no.	Comment noted.
80	We are the homeowners at 14996 County Road 48, Kimball, MN 55353. We have owned this property since 2007. We oppose the transmission line from Lyon County, MN to the Sherco Plant in Becker, MN for multiple reasons.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
80	The Environmental Impact Statement is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. We specifically brought up the concerns we had with disruption of natural resources in a previous affidavit dated 6/28/24. The proposed routes do not clearly show which area will all be disrupted and the effects on the wildlife in that area. As the ISO-foot space is cleared it will be destroying natural habitats for wildlife. Specifically, thousands of trees will need to be removed to do this. This includes full woods and tree lines. On my small property there is a strong probability to remove our only wind break from the North side of our property and removing privacy. This tree line is where many animals take shelter during our long winter months. Specifically, the pheasant population. This is one small example that will be repeated -along this whole line. There are some non-scientific sources cited as statements of fact within the ISO. Those should be removed and replaced with accurate factual information.	The EIS discusses potential impacts and mitigation measures associated with the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. As stated in Section 5.6.10.2, the applicant would need to clear trees from the entire 150-foot ROW. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
80	The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. They are choosing to shut down the existing plant in Becker, MN instead of converting it to a natural gas plant. This will be extremely detrimental to the City of Becker. It also is not fiscally responsible and will create massive amounts of waste for landfills. Instead, the whole project and the environmental impact for decades to come should be considered.	Alternatives to the project are discussed in Chapter 4.
80	Accurate and more comprehensive data is needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. The effects of stray voltage and the health affects on people and animals is of serious concern to us. It will affect whole communities and not just the neighbors next door.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
80	There are so many studies that show the harm it can cause. For instance, a court case out of Wright County hearing in 2015 by the Honorable Kathleen Mottl was appealed all the way up to the MN Supreme Court. It was affirmed, except the amount of damages were remanded back to the District Court. The plaintiffs were awarded 2.5 million in damages.	Stray voltage impacts are discussed in Section 5.3.4 of the EIS. The referenced court case, according to MPR news (https://www.mprnews.org/story/2015/06/01/stray-voltage-award), concerned "outdated, undersized and poorly maintained" equipment.
80	One large concern is the devaluation of real estate where the power lines will pass near or through. This creates a trickle affect that will start with the individual home and landowners, but then the tax funding to schools and communities. Losing a strong tax base will devastate communities.	Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. The project, if constructed, would provide new tax revenue to the communities where it is present. In the State of Minnesota, all personal property owned by the utility, including high voltage transmission lines, is assessed for property tax by the Minnesota Department of Revenue (MDOR). To value utility property, the MDOR uses the unit appraisal method, which combines all operating utility assets and values them together. The Minnesota Energy Connection 345kV transmission Line would be included in the state's unit value and assessed no differently than any of NSPM's other personal property. The state assessed value determined by the MDOR for all property of NSPM is then allocated to the local governments based on original cost. Based on their portion of the allocated value, the local government bills the utility, and the property tax is paid by NSPM.
80	The Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles, while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota Public Utilities Commission order on August 10, 2023, line loss on this Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
80	In conclusion, a route permit should not be granted. Neither route is a good solution to the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
81	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. These lines interfere with farming practices due to high voltage interference with GPS services, this greatly affects irrigation systems and tractor guidance. The lines also interfere with many irrigation systems that will need to be altered, eliminated or systems added due to tower interference. How will farmers be renumerated for these issues?	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4. The final EIS has been modified in Section 5.3.6 to point out that public commenters have expressed that they have experienced interference with GPS navigation equipment from existing transmission lines. Compensation for property owners is addressed in Section 3.3.2.1.
81	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
81	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
81	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
81	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
82	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. These lines interfere with farming practices due to high voltage interference with GPS services, this greatly affects irrigation systems and tractor guidance. The lines also interfere with many irrigation systems that will need to be altered, eliminated or systems added due to tower interference. How will farmers be renumerated for these issues?	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4. The final EIS has been modified in Section 5.3.6 to point out that public commenters have expressed that they have experienced interference with GPS navigation equipment from existing transmission lines. Compensation for property owners is addressed in Section 3.3.2.1.

Comment ID	Comment	Response
82	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
82	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
82	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
82	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
83	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. These lines interfere with farming practices due to high voltage interference with GPS services, this greatly affects irrigation systems and tractor guidance. The lines also interfere with many irrigation systems that will need to be altered, eliminated or systems added due to tower interference. How will farmers be renumerated for these issues?	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4. The final EIS has been modified in Section 5.3.6 to point out that public commenters have expressed that they have experienced interference with GPS navigation equipment from existing transmission lines. Compensation for property owners is addressed in Section 3.3.2.1.
83	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
83	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
83	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
83	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
84	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. These lines interfere with farming practices due to high voltage interference with GPS services, this greatly affects irrigation systems and tractor guidance. The lines also interfere with many irrigation systems that will need to be altered, eliminated or systems added due to tower interference. How will farmers be renumerated for these issues?	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4. The final EIS has been modified in Section 5.3.6 to point out that public commenters have expressed that they have experienced interference with GPS navigation equipment from existing transmission lines. Compensation for property owners is addressed in Section 3.3.2.1.
84	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
84	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
84	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
84	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
85	I am writing to voice my strong opposition to the planned powerline route (blue route) adjacent to our housing development of Emerald Ponds in St. Augusta, MN. This proposal is both unwanted by residents and unwarranted given the lack of direct benefits we would receive and the extensive negative impacts it would bring. I have serious concerns about the proposed route for several reasons. Lack of Direct Benefit: Our neighborhood does not receive electricity from this powerline, yet we are expected to bear its detrimental impacts. Placing this powerline through our area is both unnecessary and unfair to residents who gain no benefit but face numerous downsides.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
85	Impact on Property Values: Numerous studies have shown that high-voltage powerlines can reduce property values due to their visual impact and potential health concerns. Our community has worked hard to establish an attractive, peaceful neighborhood, and the presence of a large powerline would directly undermine this effort, potentially causing long-term financial harm to residents.	Comment noted.
85	Health and Safety Concerns: Many families here, especially those with young children (including my own), have concerns about the potential health effects of living near high-voltage powerlines. The ongoing research on the impacts of electromagnetic fields raises legitimate concerns for those of us who would be forced into close proximity with this infrastructure without any direct benefit. I will be within 450' of the proposed blue line as will many other residents.	Comment noted.
85	Aesthetic and Environmental Impact: High-voltage powerlines are visually disruptive, detracting from the natural beauty of our neighborhood. Additionally, the proposed route will cut through sensitive habitats, directly impacting local wildlife. Specifically, Blanding's turtles, a species already recognized for conservation due to its vulnerability, would face further habitat disruption. This would affect not only the turtles but the entire ecological balance of our area, which many residents value and work to protect. I have attached pictures of the Blandings turtles I took within no more than a few hundred feet of the proposed powerline.	Comment noted.
85	Unnecessarily Lengthy Route: This proposed route (blue route) is longer than available alternatives, impacting more land and unnecessarily affecting more property owners. A shorter, alternative route would limit environmental damage and lessen the impact on our community (purple route).	Comment noted.
85	I urge you to reconsider the current plan and evaluate routes that would minimize the disruption and risks for our community, as well as safeguard the habitats of vulnerable wildlife. By choosing an alternative route (purple), necessary infrastructure improvements can be achieved without harming the quality of life, property values, health, and environmental integrity of our neighborhood.	Comment noted.
86	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. These lines interfere with farming practices due to high voltage interference with GPS services, this greatly affects irrigation systems and tractor guidance. The lines also interfere with many irrigation systems that will need to be altered, eliminated or systems added due to tower interference. How will farmers be renumerated for these issues?	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4. The final EIS has been modified in Section 5.3.6 to point out that public commenters have expressed that they have experienced interference with GPS navigation equipment from existing transmission lines. Compensation for property owners is addressed in Section 3.3.2.1.
86	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
86	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
86	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
86	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
87	We are the property owners for land in Rosebud township Kandiyohi County. Parcel #249 PID#04-0196000 you want to put a connecting line the C3 connection. This line would go through our entire field. We inherited this land from Jim's dad (my father-in-law) this year. This land is part of my father-in-law, something he was so proud to pass down to us and us in turn to our sons and grandchildren. Please reconsider if you need a connecting line use the pink line to the south of us. This parcel has a special place in our hearts and it would be ruined if these poles would go through our field. Following the highway is no problem but down the middle of the field is wrong. For farming it would be hard with their equipment. Often times with GPS it doesn't register under the power lines. My father-in-law was a farmer all his life. He died December 2023. He knew about this had Jim and I attend the meetings was so against going through the field. Farmland was precious to him and this land was part of him his legacy that he turned over to us and we need to preserve this. Please reconsider this connection route if need us pink to south of us.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning agriculture, including the use of GPS, are discussed in Section 5.4. The final EIS has been modified in Section 5.3.6 to point out that public commenters have expressed that they have experienced interference with GPS navigation equipment from existing transmission lines.
88	Jeff had a small herd of 65 milk cows along with other livestock. Stray voltage was a consistent issue for Jeff. In the Spring and after rain storms the cows were adversely affected by the stray voltage. The cows would not drink from the water fountains, refused to enter the parlor where water was used to wash floors and kicked off their milkers. Somatic cell counts rose and production would decline. It would take months to reverse the damage done before it would happen again. Our electric company, Meeker Coop, was called out on various occasions, but they were unable to locate the source of the stray voltage. They told us it was not coming from their company. Though unable to prove it, Jeff always thought the Excel lines that follow the railroad track near our home were the culprit. The poles are set in wet areas. Our farm and the land around us is heavier soil and drains slowly. It would make sense then that we would only experience stray voltage during the wet seasons. The path Excel is now proposing crosses our land. Where other farmers will have one pole, we can expect considerably more. The poles will also be placed close to Willow Lake, a small pond and marshy area. No one can tell us that these power lines on our property will not have any negative effects. The poles are grounded so the electricity will need to travel through the saturated soil that surrounds them and cause problems. Our farm recently became a Century Farm and we are in the process of transitioning it to our son and his young family. We are doing what we can to set them up for success. It will be tough enough for them though without the problems stray voltage can bring.	Thank you for your comment and participating in the permitting process. Stray voltage impacts are discussed in Section 5.3.4 of the EIS.
88	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
88	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
88	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
88	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
88	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
89	The commission should not grant a route permit , the Modified Blue Route will negatively impact our property and our neighbors along Dellwood Rd. My mother owns a farm on Dellwood Rd and her house is close to the road. Two of our neighbors own horses, and should not be close to the power lines. My husband and I own land on Dellwood Rd. that was previously owned by my grandparents dating back to the early 1920's. My niece also owns property on Dellwood Rd that previously was owned by my grandparents. There are 3 generations of family owned property, and houses within 200 feet of Dellwood Rd. We are concerned about the voltage, noise, and possible cancer-causing effects of a high voltage line so close to our homes. There are 11 homes along the Dellwood Rd. that would be disrupted. Please consider other alternatives for the Blue Route going along Dellwood Rd., South Haven, MN. We see eagles, swans, sandhill cranes, geese flying to water holes nearby. We are not in favor of the Blue/Pink route.	Thank you for your comment and participating in the permitting process.
90	The commission should not grant the certificate of need for the following reasons. Solar and wind do not meet your own mission statement of sustainable energy without large amounts of tax payer dollars. What happens to the powerline when the solar panels no longer produce power after twenty five years and there is no more room to stack or bury out of service windmill blades? Will the commission require Xcel to post a bond for removal and restoration or will the taxpayer foot the bill like the failed windmill at the St. Cloud V.A.? Will Xcel use taxpayer dollars to confiscate my private property? I believe some day in the future green energy will be able to contribute to our energy needs with out the large impacts on our farms and communities but today's not the day.	Thank you for your comment. Use of wind and solar as an alternative to the proposed project, except as discussed in Chapter 4, is outside the scope of the EIS. Chapter 16 discusses cumulative impacts of the proposed project and other reasonably foreseeable projects, including solar and wild projects. Solar and wind projects are permitted separately. The Commission requires a decommissioning plan for solar and wind projects permitted in Minnesota.
91	As residents along the proposed (Blue Route) of this project we have very big concerns about what these lines will do to the health, economic, and well-being of our family. The propose route would put the lines or structures too close to our home, affecting our health, our ability to get antenna tv and radio broadcasts and emergency alerts , they will also affect our financial stability as Xcel says they would have to cut down all our trees that provide us with our maple syrup, sound control from traffic, shade and windbreak to our home and property, increasing what we would have to pay for utilities (which Xcel will continue to raise the price on year after year) effectively doubling our bills. While decreasing our overall home and property values and causing us even more financial hardships. The increased effects on our health will also cause us more hardships, i.e. higher risks of cancer, damage to our bodies DNA cells, the noise emitted, and stray voltage negatively affecting the human body's cells.	Thank you for your comment and participating in the permitting process.
91	We are also concerned that Xcel is requesting a rate increase from the MPUC, that will coincide with them building this new line. So not only does Xcel want to destroy people's private property they want to be able to charge us more for energy as well.	Comment noted. As described in the applicant's certificate of need application (pg 30), the total cost of the project would be recovered from Xcel Energy retail customers. For the typical residential customer using 650 kWh per month, the bill impact in 2028, the first full year after the gen-tie in-service date, would be approximately $1.86 per month. Additional information is provided in the application.
91	We urge you to reject the proposed route and certificate of need for these reasons, and would seek an alternative route that does not bring it close to our home and property if the project is allowed. The proposed “Blue route “ in our area could alternatively be running parallel to their existing “H” frame 115KV Xcel transmission line, using right of way they already have, that runs to the southwest of our property mitigating the risks to many homes and businesses and putting the line across farm fields. At many of the meetings Xcel spokesmen straight out said we will do what we want where we want, quote” we don't want to go parallel to our existing lines we want to put it here so we will”. That to me says that this process is completely rigged, and they will be getting away with doing whatever they want abusing the use of eminent domain and financially crippling our family and destroying our way of life as we know it. Map included with ideal, less impactful route over farm fields, not homes and businesses.	Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process. The EIS discusses colocation with and paralleling of existing rights-of-way. The Minnesota Public Utilities Commission. will use the analysis in this EIS along with the entire project record to make a decision based on the criteria listed in Minnesota Rules, part 7850.4100. If issued a certificate of need and route permit, Xcel Energy would have the power of eminent domain. Eminent domain requires compensation. Compensation for property owners is addressed in Section 3.3.2.1.

Comment ID	Comment	Response
92	I live in Johnsonville township. My concern is that I have heard living near high voltage power lines for extended periods can increase health risk for younger kids and older individuals. My house is a 1/4 of a mile from a proposed route. In my household I have an 11-year-old and three 10-year-olds. My mom (70-yearsold) also stays with use. My dad (73-years-old) lives less than a 1/2 mile from the same route. We also have a neighbor with small kids and sheep that is less than a 1/4 mile from the same route. I have attached a picture of a map that shows all three of our houses in the lower right-hand corner. I drew on the map two possible alternate routes. The first alternate route is drawn in light green. On County Hwy 8 go 1-1/2 miles north then go east on 210th St to meet up with the blue route. This route would also save a mile of power lines. The second alternate route is drawn in orange. On County Hwy 8 go 4-1/2 miles north then go east on County Hwy 68 to meet up with the blue route. This route would also save a mile of power lines, but in addition it would have two less 90 degree corners.	Thank you for your comment. Potential impacts and mitigation measures concerning human health and safety are discussed in Section 5.3. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
93	We are the current owners and residents at 16509 County Road 7 NW in Clearwater. We are writing this today to oppose the 345 KV transmission line on our property that Xcel has determined to be on the purple route. This proposed route in this area not only affects us but two other homes on this side of County Road 7 NW and one house on the opposite side. The line that Xcel has proposed will not only go over our driveway but also a wetland/pond where there is a grove of trees on the edge of our property. It will then extend over the neighbor's driveway, to their front yard and from there goes down a tree line and then out to Huber Ave NW. Our assumption would be they would take out all the trees across the pond. There are a decent number of large trees, especially oaks, and native vegetation in that area. It is also concerning that this area is steep and that there could end up being significant erosion if all those trees are taken out across the pond. We also feel that grove of trees lessens the noise from vehicles as well. The habitat of many birds, deer & other wildlife will be significantly disturbed if a powerline comes on this property. This property is very much a wildlife area and we'd like to keep it that way.	Thank you for your comment and participating in the permitting process. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north.
93	One of the other things we are very, very concerned about is the fact that Xcel is proposing a leeway on either side of the line to "work with landowners" to potentially move the route if they feel they want to. This is alarming when we look at this because this line goes over our house and almost all of our buildings. It also goes over the house and buildings of the homeowner behind us and the homeowner to the north of us. It will also partially affect the homeowner across the road. With this being said, four homes in this area alone are at risk of condemnation by eminent domain. We are worried that we could lose our home if this is the route chosen. The original line proposed is already probably within a few hundred feet of our house & we honestly don't know if we'd feel safe living here with it that close. We had just purchased this property in 2020 and paid market value. We have put a lot of time & money into this property, especially to the inside of the house and a large shed that we have on the property as well. It would not only be financially devastating to have powerlines come anywhere on this property but emotionally devastating as well. We feel strongly that if powerlines are put on this property, it will devalue it significantly.	As discussed in Section 3.3.1, the larger route width, as opposed to ROW, allows the applicant to work with landowners to address their concerns and to address engineering issues that could arise after a permit is issued. Displacement of residential structures would only occur if they were in the final ROW. As noted in Section 5.2.3, no residential structures are in the proposed ROW of any alternative so displacement of residential structures is not expected to occur from the project. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
93	We are also very concerned about EMF's. When I look at the map of the purple route in the Clearwater area this line comes very close to a decent number of homes, including ours, just in the area where the line crosses Interstate 94 just out to Hwy 24 alone. While Xcel tries to tout that EMF's and high voltage power lines are safe no one, including Xcel, can say with 100% certainty that they are. You see it all the time in the news about products that were deemed to be safe and years to decades later they are found to be unsafe and usually the link is to cancer. Roundup herbicide, saccharine & Premarin hormone replacement are just a few examples. Since these would be permanent structures if there is ever a definitive link found between high voltage powerlines and cancer or health issues this would likely make homes near any high voltage powerlines uninhabitable or unsellable, and it would most likely cripple the economy. We feel as more and more of these high voltage power lines get built the more likely it is that we could see adverse effects from these lines in the future as more people will be exposed.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
93	As to whether a certificate of need should be granted for this project, we are saying NO!! This line should NOT be built either on the purple or blue route. !f Xcel's primary solution is transmission lines to become carbon free by 2040 this is going to be extremely devastating to the rural landowners and farmers in Minnesota. Xcel Energy needs to come up with better ways to develop energy than using solar and wind and then stringing hundreds of miles of transmission lines across the state. It has already been proven time and time again that it is an inefficient method of creating energy. We really hope that the rural landowners/homeowners are heard in this process. These power lines are monstrosities and permanent disfigurements to the rural landscapes of Minnesota.	Comment noted.

Comment ID	Comment	Response
94	The Draft EIS TL-22-132 document is very "hard" and "difficult" to read! I feel I had to make this statement prior to continued comment. A Draft EIS is for public consumption by individuals of the public who have limited knowledge of the project. This document relies heavily on summarizing "Tables", "Maps" and remote "Appendices" (see example DEIS page 15 Route Option 1st para end of 1st sentence). The enormity of the project in scale, environmental regulatory seriousness and the nearly 100 percent total negative impact on Rivers, Tributary Backwaters, Flood Plains, Wetlands and Fresh Water Ponds is far beyond what the contents of this DEIS has attempted to incorporate and clearly define. After printing the first 220 pages and pages 393 to 479 of the TL-22-132 DEIS on my ancient printer and laptop, I attempted to read and retrieve associated appendices off the internet using a slow "Hot Spot" connection to the PUC website. The bouncing back and forth that was required became VERY frustrating. I was about to give up on my continued comment. We then attended the ALJ hearing in Monticello, MN on Oct. 29, 2024, and were generously given a flash drive that contains all the TL-22-132 DEIS documents. Sure makes it a lot easier to negotiate the DEIS offline.	Thank you for your comment and participating in the permitting process.
94	However, having the flash drive tool has made it considerably easier for me to evaluate Region G of the Purple Route, in particular subsection G3 from Wright County CSAH 7 to the south edge of the Mississippi River Crossing (see Append. map n.219). We are especially interested in that portion of the Purple Route labeled G4-G3-G4-G3 displaying the proposed Purple Route crossing the Mississippi River Tributary, Fish Creek Basin, Fish Creek Channel, Flood Plain, Fish Lake, a freshwater backwater within the Basin and adjacent wetlands. See (Federal Reg 33 CFR 328.3 paragraph a.(1)-(5)).	Fish Creek is identified on Map 14-10. Specific reference to Fish Creek's presence in Region G has been added to Section 5.6.9 and Section 12.6.9. Section 5.6.9 also discusses prior human influences. 33 CFR 328.3 paragraph a.(1)-(5) define the types of waters considered Waters of the United States. Permits are required for placement of dredge or fill materials within these designated waters and the applicant would be required to obtain a permit for any proposed impacts. Permitting occurs independent of and following completion of the EIS process. This process is identified in Section 2.7.2, Table 2-1 of the EIS.
94	Since early 2023 we have participated in the TL-22-131 & 132 public involvement and have in all sincerity submitted comments in every step. However, so far, in our study of the TL-22-132 DEIS, we have not detected any mention of the Fish Creek Basin, not even a reference to Federal Reg 33 CFR 328.3 paragraph a.(1)-(5) clarifying Tributary Freshwater boundary, nor the State of Mn Rule 6105.180 Standard and Criteria for Utility Transmission Crossings.... We are truly disappointed in the lack of mention of Fish Creek Basin that is within 2 miles (the way a crow flies) of the Mississippi River crossing, down stream of the Purple Route's G3 segment.	Fish Creek is identified on Map 14-10. Specific reference to Fish Creek's presence in Region G has been added to Section 5.6.9 and Section 12.6.9. Section 5.6.9 also discusses prior human influences. 33 CFR 328.3 paragraph a.(1)-(5) define the types of waters considered Waters of the United States. Permits are required for placement of dredge or fill materials within these designated waters and the applicant would be required to obtain a permit for any proposed impacts. Permitting occurs independent of and following completion of the EIS process. This process is identified in Section 2.7.2, Table 2-1 of the EIS. Minnesota Rules, part 6105.0180 regulates utility transmission crossings of lands within the jurisdiction of the local authority within wild, scenic, or recreational river land use districts in order to provide maximum protection and preservation of the natural environment and to minimize any adverse effects which may result from such utility crossings. The applicant would be required to obtain a crossing permit from the State of Minnesota for crossings over designated public waters, as identified in Section 2.7.3, Table 2-2 of the EIS. The proposed route width in this region includes a portion of Fish Creek Basin (including the oxbow north of where Fish Creek crosses I-94). This is based on desktop data and the extents of the basin have not been confirmed in the field. The applicant would be required to identify wetlands and obtain appropriate permits prior to construction.
95	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Sources cited as facts need to be verified. Much of the information in the EIS is still vague and does not specifically address issues and concerns landowners have proposed in previous meetings and correspondence.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
95	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas facilities for when green energy supplies are not enough. With federal administration about to change, it would be prudent to wait on these decisions.	Comment noted.

Comment ID	Comment	Response
95	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
95	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
95	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
96	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
96	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
96	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
96	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
96	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
97	I am a land owner on the proposed blue line. I have many issues with this project. 1st our local rural electric cooperative have made a large investment in upgrading the internet coverage in our area including a pole that is located in the corner of our property along with a easement allowing for their buried fiber optic cable, right in the middle of excel energy's proposed right of way.	Thank you for your comment. The applicant would work around existing utility infrastructure. Mitigation, including a Draft Site Permit condition to minimize disruption to and restore public services, is discussed in 5.2.6.10.
97	I am also concerned about the affect on the value of our property and the lifetime revenue generating ability of our property since power poles will cut into the potential rental rates and potential production capacity along with making it more expensive to operate the farm.	Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
97	Also, I have problems with this project in general. This power line will transfer power past several large towns in rural Minnesota that could utilize the power. I see no reason why solar panels can't be put on buildings and parking lots in the Minneapolis, St. Paul metro area. That will allow them to have locally produced power to use and it will not take away farm land that drives our local communities. These solar farms will help the land owners but to very little to better our communities. This power line may not have a huge impact on rural Minnesota as a whole but the solar production that comes with it will not be good for rural Minnesota.	Alternatives to the project are discussed in Chapter 4. Cumulative effects are discussed in Chapter 16 of the EIS. This discussion includes socioeconomic benefits to local communities from increased tax revenues. Wind energy facilities are subject to a Wind Energy Production Tax and solar energy facilities are subject to a Solar Energy Production Tax. The Minnesota Department of Revenue determines the tax due, and taxes are paid to the county treasurer.
98	What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? The draft Environmental Impact Statement (EIS) provides an important foundation for assessing the implications of the proposed transmission line. However, to ensure the final EIS is complete and accurate, several key areas require clarification or additional information: a. Cumulative Environmental Impacts: The draft EIS should provide a more comprehensive analysis of the cumulative impacts of the project. This includes assessing long-term effects on biodiversity and ecosystems that are directly impacted by the transmission lines.	Thank you for your comment. Section 16.5 discusses the potential cumulative effects on the natural environment. As noted in that section, to the extent practicable, it is expected that reasonably foreseeable future projects would avoid sensitive ecological resources. This accounts for the fact that the region of influence where this project intersects with reasonably foreseeable future projects is primarily agricultural, with minimal native habitat.
98	b. Mitigation Strategies: While the draft EIS outlines some mitigation measures, it must specify enforceable strategies to address identified impacts. For example, the statement should detail how habitat destruction will be minimized during construction and how areas will be rehabilitated post-construction.	Section 3.4.5 summarizes restoration procedures for the project. In addition, the EIS summarizes mitigation measures that are standard Commission route permit conditions (for example see Section 5.6.10.3.1 for measures pertaining to vegetation such as minimizing number of trees to be removed). The applicant has committed to additional measures to minimize impacts (See Section 5.6.10.3.2 for measures pertaining to vegetation including the enforceable requirements to meet Construction Stormwater re-vegetation requirements).
98	c. Health Risk Assessment: The draft EIS should clarify its evaluation of health risks associated with electromagnetic fields (EMFs) and proximity to the transmission line. A detailed risk assessment based on the latest scientific research must be included, with specific recommendations for buffer zones and protective measures.	A standalone risk assessment, presumably for specific locations along the proposed transmission line, is outside the scope of this EIS. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
98	d. Property Value Analysis: The draft lacks a robust analysis of the project's impact on property values in affected areas. The final EIS should include an independent appraisal of potential devaluation, as well as compensation mechanisms for affected property owners.	An independent appraisal of all properties is out of the scope of this EIS. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Impacted landowners are compensated through easement agreements, which are outside the scope of the EIS. Landowners not impacted by the ROW are not compensated.
98	e. Community-Specific Impacts: The draft EIS must address how the project will affect individual communities along the transmission line route. This includes more granular data on economic impacts, access to natural resources, and disruption to local businesses and livelihoods.	Incorporated communities crossed by the alternatives include those listed in Sections 3.1.3 through 3.1.10 of the EIS. The route widths of the different alternatives cross seven incorporated communities. The regions of influence for each resource type are listed in Section 5.1.2. The ROI is the geographic area where the project might exert some influence and is used as the basis for assessing potential impacts. ROIs vary by resource and potential impact.
98	f. Alternatives to the Project: The final EIS must expand its evaluation of alternatives, including distributed energy solutions, renewable energy investments, and enhancements to existing infrastructure. These alternatives should be rigorously compared to the proposed project in terms of environmental, economic, and social impacts.	Alternatives to the project are discussed in Chapter 4. Alternatives to be assessed in the EIS were defined by the Commission during the scoping process and summarized in the scoping decision.

Comment ID	Comment	Response
98	g. Transparency and Public Input: The final EIS should clarify how public input has been incorporated into the decision-making process. A summary of comments received, along with specific responses and resulting changes, should be included.	This document provides a compilation of the comments received during the comment period and notes changes in the final EIS.
98	h. Emergency Response and Risk Management: The draft should include a more detailed plan for addressing potential risks such as equipment failures, severe weather, and environmental accidents. This plan must ensure that local emergency services are adequately prepared to handle such scenarios. By addressing these areas in detail, the final EIS can provide a more accurate, transparent, and thorough assessment of the proposed transmission line's potential impacts, ensuring that decision-makers and the public have the necessary information to evaluate the project.	Outages and emergency response are addressed in Section 3.4.6.1 of the EIS. Public services, including emergency services, are addressed in Section 5.2.10. Additional information was added to Section 5.2.10 to clarify responsibilities of emergency responders. Environmental accidents, or spills, are addressed in Section 5.6.5 as they relate to potential impacts to groundwater.
98	2. Should the Commission grant a certificate of need for the proposed MNEC Project? No, the Commission should not grant a certificate of need for the Minnesota Energy Connection Project. Several compelling reasons underpin this position: a. Environmental Impact: The construction of a transmission line has significant adverse effects on the local environment. It causes habitat destruction, disruption of local wildlife, and potential contamination of natural resources. The environmental consequences of such a project strongly outweigh the purported benefits. b. Property Rights and Values: The proposed transmission line threatens private property, leading to a decrease in property values and the infringement of property rights. The presence of a transmission line detracts from the aesthetic value of the landscape and reduces the desirability of the area for residential or commercial use. c. Health Concerns: There are growing concerns about the health impacts of living near high-voltage power lines. Exposure to electromagnetic fields (EMFs) has been linked to various health issues, including an increased risk of cancer. Ensuring the safety and well-being of the community is the highest priority. d. Alternative Solutions: Before proceeding with such a disruptive project, it is crucial to explore and exhaust all possible alternatives. This includes investing in local renewable energy sources, improving energy efficiency, and upgrading existing infrastructure. The proposed transmission line is not the most efficient or sustainable solution. e. Public Disapproval: The overwhelming sentiment among the community is one of strong opposition. The local citizens, constituents, and property owners don't want the transmission line built. Public comments overwhelmingly cite concerns about property devaluation, environmental harm, and health risks, demonstrating clear disapproval. The only voices in favor come from Xcel Energy itself and a few organizations with vested interests in the project. The opposition from those directly affected by the transmission line should be the most significant factor in the Commission's decision-making process. f. Commission's Duty to Public Interest: It is the Commission's responsibility to uphold the wishes of the public, not the interests of a power company. Commissioners have sworn an oath (Minnesota Statute 216A.03, Subd. 4) to faithfully discharge their duties, support the Constitution, and remain free from any pecuniary interest in the entities they regulate. This oath underscores their obligation to prioritize the well-being and interests of the community members who will bear the brunt of the project's impact. Favoring the power line company over the overwhelming opposition from the public would not only disregard the community's concerns but also breach the commissioners' sworn commitment to serve impartially and with integrity.	Comment noted.
98	3. If granted, what additional conditions or requirements should be included in the certificate of need? If the Commission decides to grant the certificate of need despite overwhelming opposition, it is imperative to impose stringent conditions and requirements to address the concerns raised. These include the following: a. Finalization and Revision of the Environmental Impact Statement (EIS): The draft environmental impact statement (DEIS) must be thoroughly reviewed, revised, and finalized based on community input and additional studies. Any gaps or omissions in the DEIS must be addressed, with a particular focus on cumulative environmental impacts, mitigation strategies for habitat disruption, and long-term ecological effects.	Comment noted. Section 16.5 discusses the potential cumulative effects on the natural environment. As noted in that section, to the extent practicable, it is expected that reasonably foreseeable future projects would avoid sensitive ecological resources. This accounts for the fact that the region of influence where this project intersects with reasonably foreseeable future projects is primarily agricultural, with minimal native habitat.
98	b. Independent Third-Party Oversight: An independent third-party environmental and safety oversight committee should be established to monitor the implementation of mitigation measures outlined in the EIS. This body must report regularly to the public and the Commission to ensure transparency and accountability.	The Commission could require, and EERA will recommend, the presence of an environmental monitor during construction as a permit condition. This has been added to Section 5.1.1 of the EIS.
98	c. Enhanced Property Compensation Mechanisms: Property owners affected by the transmission line must be offered compensation that fully reflects current and potential future devaluation of their properties. The compensation plan should be reviewed and approved by an impartial arbiter to guarantee fairness and adequacy.	Comment noted. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.

Comment ID	Comment	Response
98	d. Strengthened Health and Safety Protocols: The DEIS must include a comprehensive assessment of health risks, particularly from electromagnetic fields (EMFs). If approved, the project must enforce enhanced safety measures, such as wider buffer zones around residential areas, regular EMF monitoring, and public access to safety data.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
98	e. Long-Term Community Involvement and Transparency: A robust framework for continuous community engagement must be established. This includes public meetings, an easily accessible project website with real-time updates, and a clear mechanism for lodging complaints or concerns during and after construction.	Sections 1 and 2 summarize the permitting process, including the public's involvement in the process. This process is outlined in Minnesota Statute. A complaint handling process is a standard condition of Commission route permits.
98	f. Investment in Alternative Solutions: While the draft EIS addresses the immediate project, the Commission should mandate an evaluation of renewable energy and distributed generation solutions as a condition of approval. The goal is to minimize reliance on large-scale transmission projects in the future.	An evaluation of renewable energy and distributed generation solutions is outside of the scope of the EIS.
98	g. Decommissioning and Restoration Plan: A detailed plan for decommissioning the transmission line and restoring affected lands to their original condition must be submitted and approved before construction begins. This plan should include funding guarantees from the project developer. These conditions are essential not only to mitigate the negative impacts of the transmission line but also to ensure that the project, if approved, aligns with public interests and maintains the integrity of the Commission's regulatory responsibilities.	The EIS has been modified to indicate that the Commission could require a decommissioning plan as a route permit condition.
98	4. Should the Commission grant a route permit for the proposed MNEC Project? No, the Commission should not grant a route permit for the proposed MNEC Project. The reasons for this conclusion are both compelling and consistent with the overwhelming opposition from the affected community and stakeholders: a. Community Objections and Public Interest: The affected community overwhelmingly opposes the project. Granting a route permit would disregard the legitimate concerns of those who will bear the burden of the transmission line, including threats to property rights, environmental degradation, and long-term health risks. The Commission's responsibility is to uphold the public interest, not to prioritize the convenience of the power company proposing the project. b. Environmental Concerns: The proposed route poses significant risks to sensitive ecosystems, wildlife habitats, and natural resources. Despite the draft EIS, many ecological concerns remain unresolved, including the cumulative effects of the project and the adequacy of proposed mitigation strategies. Approving the route would perpetuate avoidable environmental harm. c. Economic and Property Impacts: The proposed route would cause substantial economic harm to local residents through diminished property values and land use restrictions. These financial losses would fall disproportionately on property owners along the route, creating an inequitable burden. Adequate compensation mechanisms have not been clearly articulated or guaranteed. A one-time payment to landowners for Xcel Energy's permanent easement rights in affected properties is severely inadequate to atone for the destruction of private property to construct and maintain the transmission line. d. Commission's Oath and Duty: Approving a route permit despite overwhelming opposition would be a breach of the Commission's sworn duty to act impartially and prioritize public welfare. The public has spoken clearly against this project, and ignoring their voices undermines the trust and integrity of the regulatory process. The Commission must reject the route permit application for the MNEC Project. The risks to property, health, the environment, and public trust far outweigh any purported benefits. A decision to deny the permit would align with the values of fairness, sustainability, and respect for the communities most affected.	Comment noted.

Comment ID	Comment	Response
98	5. If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit? If the Commission decides to grant a route permit despite strong opposition, the Modified Blue Route appears to best align with the established route selection criteria. This alternative balances logistical considerations with minimizing disruption to local communities and sensitive environmental areas. Additionally, Xcel Energy has identified it as their preferred route, indicating its feasibility and compatibility with the project's objectives. Rationale for the Modified Blue Route: a. Feasibility and Practicality: The Modified Blue Route has been assessed as a viable option that can meet the project's goals while addressing key logistical and operational challenges. Selecting this route ensures that the implementation aligns with established infrastructure plans, potentially reducing the complexity of construction. b. Impact Minimization: Compared to other alternatives, the Modified Blue Route appears to minimize certain impacts, including those on densely populated areas and critical environmental regions. This makes it a more suitable choice if a route permit is granted. c. Alignment with Proponent's Preference: Xcel Energy has expressed a preference for the Modified Blue Route, suggesting that it meets their technical, economic, and operational priorities. Its selection could help streamline project execution while reducing the risk of delays.	Comment noted.
98	Additional Conditions and Requirements: Should the Modified Blue Route be selected, the following conditions and requirements must be included in the route permit to address potential adverse impacts: a. Environmental Protections: Proactive measures must be implemented to safeguard local ecosystems and wildlife, including habitat restoration efforts and monitoring for long-term ecological health. b. Fair Compensation: Property owners along the Modified Blue Route must receive equitable compensation for any loss of property value, disruptions, or other impacts resulting from the project. This includes guarantees of transparent and independent property assessments. c. Health and Safety Standards: Comprehensive health and safety protocols must be adopted, including measures to reduce EMF exposure, enforce buffer zones, and conduct ongoing risk assessments. d. Visual and Noise Mitigation: The permit should require the implementation of landscaping, noise reduction strategies, and other measures to lessen the visual and auditory impact on nearby residents. e. Community Engagement and Transparency: Xcel Energy must commit to maintaining transparent and consistent communication with affected communities, providing regular updates, and ensuring opportunities for public input throughout all phases of the project. f. Independent Oversight: An independent oversight committee must be appointed to monitor compliance with all permit requirements, ensuring accountability and transparency during construction and operation. While the Modified Blue Route may meet the route selection criteria better than the alternatives, it is essential that these additional conditions are strictly adhered to in order to mitigate harm and protect the interests of affected communities.	Comment noted.

Comment ID	Comment	Response
99	When is a wetland not a wetland? My wife Deb and I are writing this comment to ensure that mention of Fish Creek and Fish Creek Basin are noted in the FEIS and to propose the afore-mentioned question to the Mn Energy Connection DEIS comment evaluators. It is important to the continued existence of the wooded wetland within the Fish Creek Basin, that the evaluators understand the Basin's location and history. The location of the Basin is displayed in the DEIS Map Appendicle n.219 at the Purple Route sequence G4-G3-G4-G3. Man's history of the Fish Creek Basin wetland reaches back to early native and settler trading travel on the East Plain's Trading Trail. The Trail has evolved to US Highway status as US Highway 52 in the 1930s and then in the 1960s to Federal Highway Interstate I94. For local travel Wright County CSAH 75 was also added through the western edge of the Basin's grassy wetland adjacent to Fish Lake. Reference, DEIS App.N.219. In the 1800s a railroad berm was built running from north to south through the wetland adjacent to the Mississippi Riverway Oxbow. The berm has been abandoned but remains an overgrown recreational walking path. During the I94 and CSAH 75 construction, the Fish Creek Basin's floor sub-soil and top-soil was churned, filled and loosened. The end result was the reclaiming of the grass wetlands and then converted to rich farmable land. However, after several years of farm equipment compaction and a number of Fish Creek high water marks/flooding, the area retained so much ground moisture that it could no longer be farmed. In the mid 1980s, the land owner of the Fish Creek Basin area planted the Basin area with trees, introducing a wooded renewed wetland. The trees flourished. However, recent excess moisture and disease has begun to kill the trees, leaving the regrowth of patches of aquatic grasses, allowing the Basin to eventually regain the status of full grassy wetland.	Thank you for your comment. Fish Creek is identified on Map 14-10. Specific reference to Fish Creek's presence in Region G has been added to Section 5.6.9 and Section 12.6.9. Section 5.6.9 also discusses prior human influences
99	So our answer to the question presented to the comment analysis team above, "when is a wetland not a wetland", is that a true grassy wetland never loses its' honored "title". However, what it can lose is its' naturally blessed scenic view. Ironically the construction of I94 & CSAH75, that converted half of Fish Creek Basin to concrete and asphalt, provides a pathway as a scenic byway to the Basin...a somewhat positive effect. But if the commissioners sign the Mn Energy Connection Route permit as to allow Xcel Energy the right to construct the Purple route through the Fish Creek Basin adjacent the Mississippi River Oxbow, the Basin would become a 345KV HVTL transmission corridor.	Comment noted.
99	There would be a need of a minimum of (10) 135 foot plus double circuit transmission towers, of which a minimum of (4) would be dual pole double circuit structures (the count includes the Capx structures). Adjacent to the Basin there would need to be (2) large girthed double circuit structures 250 feet plus tall in order to cross the CapX 345KV HVTL. With that required height at the crossing, the structures will have to be lighted with strobing lites as required by FAA. Both the St. Cloud Regional Airport and Leaders privately owned airport are within 10 miles of the Basin. A large number of small planes and military aircraft, that are based at Leaders and the St. Cloud airport, include I94 in their flight plans.	Comment noted. Any route approved by the Commission would be required to abide by applicable regulations for construction in proximity to airports. EERA confirmed with the applicant that no structures are currently anticipated to be used for the project that are tall enough to require lighting to comply with FAA regulations.
99	For the Commissioners to choose the letting of the Purple Route as their Route Permit decision would be devastating to view shed of the Mississippi River Scenic Byway, the Fish Creek Tributary and Channel, Fish Lake, Fish Creek Basin's growing grassy wetland, the Great River Road Byway's traveling public, the Fish Lake residents and the nearby rural farming community. We hope the Commissioners take this all in to consideration when they make their final route permit decision.	Comment noted.
100	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
100	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
100	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
100	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
100	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
100	Your power line is going up near my place of residence and I find this very concerning, not just for myself but our entire community and neighboring communities. The stray voltage from this line is considered a very high health risk and why would you want to put our neighborhoods in that kind of jeopardy. Cancer is prevalent enough without adding any higher risk to our area. I have had cancer for almost four years now. My cancer is considered 'controllable" but not 'curable". I have suffered through chemotherapy, radiation, and immunotherapy treatments. The cost of these therapies has been over a million dollars. I feel as though everything I have suffered through will be in vain and my time on this earth will be shortened due to your power line. Now I suffer from damage that these therapies have caused. Headaches, nausea, severe fatigue, light headedness, and seizures, which continues to be an extra cost to our health care system. I am also frightened what your power line and its stray voltage will do to the symptoms I am already experiencing. I am shocked that the health care system is not controlling your power lines and the amounts of stray voltage coming from these lines. The health care system should be consulted for every new power line and the amount of stray voltage being waisted and exported into our environment. The stray voltage from these power lines is unknown and Excel Energy is wrongfully assuring us of its safety.	Comment noted.
100	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (source not stated). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
101	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
101	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
101	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
101	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
101	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
101	I have attended all meetings, Excel Energy and MN Public Utilities Commission is unable to answer questions concerning health risk of this purposed power line. You are completely unaware of the health risk to humans and animals. Germany has statistics on effects of stray voltage because they have done much research and it appears that this is being completely overlooked. I was informed at a meeting that the electromagnetic field coming from a 340000 volt power line is no longer dangerous at 100 ft. All my research shows a minimum of 1300 ft is required.	Potential impacts and mitigation measures concerning human health and safety, including EMF and stray voltage, are discussed in Section 5.3. An EMF supplement is included in Appendix J.
101	This purposed line is 100 ft from my residences and my source of drinking water/well. Excel has informed me that the concrete pillars will go in the ground a minimum of 40 ft. My well is 60 ft deep, so Excel Energy will be pouring concrete into the aquifer that feeds my water source. Stearns County has regulations against burying concrete for underground pollution.	Potential impacts and mitigation measures concerning groundwater are discussed in Section 5.3. Additional information regarding the concrete foundations and potential impacts to groundwater has been incorporated into the EIS.
101	Excel Energy is intentionally trying to keep the public from knowing that they have full intentions of installing two natural gas generators on the furthest distance of this power line rather than installing them at the source at Sherco power plant. lf the generators would be installed at Sherco, this power line would not be necessary and save tax payors millions of dollars.	During the hearings, the applicant indicated there are two proposed natural gas plants that would interconnect into this transmission line, one of which would be in Lyon County if approved. The transcripts for the hearings are attached behind this table. The permitting process for the plants is separate from this proceeding. Impacts related to the natural gas plants are provided in the cumulative impacts analysis.
101	Excel Energy will not fairly compensate persons effected by this power line, such as land devaluation, satellite communications to farm equipment, added risk to aerial spraying, not to mention the added health risk to myself and my family and community. ln this case, money can not compensate for the damage this power line will cause. I would expect the MN Public Utility Commission to abide by the constitution.	Comment noted.
101	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (source not stated). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
102	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
102	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
102	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
102	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
102	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
102	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
103	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
103	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
103	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
103	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
103	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
103	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
104	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
104	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
104	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
104	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
104	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
104	There are way too many unanswered questions about the effects the voltage has on our bodies, our livestock, our wildlife, and health. We have schools, homes, churches, stores, etc. that will not be able to survive with the power lines so close to us.	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.

Comment ID	Comment	Response
104	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
105	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
105	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
105	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
105	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
105	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
105	What are the reasons for not using public Lands rather than private Lands? Public Lands should be the first consideration for the route rather than disturbing agricultural or residential land.	Comment noted. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
106	The powerline proposed in Southwest Minnesota gives the people of this area no benefit. The energy is all sent out of the area. No benefit but detriments to health, extra costs, risks and destroys our beautiful countryside. I sent a letter the last time there were public hearings and would like to remind you that Excel may make promises now but they will be empty ones. I live under one of their lines and it is not 75 feet away from my home. Excel Energy calls it "leasing" the land yet gives a one time payment. If this truly is a lease, they should pay a lease fee every year that they "lease" our land. The payment should be for the going rate of agriculture land leases in the area each existing year. The lease fee should be figured on the actual land that the powerline poles put out of production. The land owner will have yearly expenses--weed control and real estate taxes along with production losses. No one wants this line here. If we have no choice in this power line's existence at least compensate us yearly.	Thank you for your comment and participating in the permitting process. Landowner agreements are outside the scope of this EIS; however, information was added to the EIS discussing landowner concerns with a one-time payment for a perpetual easement agreement (see Section 3.3.2.1). Cumulative effects are discussed in Chapter 16 of the EIS. This discussion includes socioeconomic benefits to local communities from increased tax revenues. Wind energy facilities are subject to a Wind Energy Production Tax and solar energy facilities are subject to a Solar Energy Production Tax. The Minnesota Department of Revenue determines the tax due, and taxes are paid to the county treasurer.

Comment ID	Comment	Response
107	I would like to request the Minnesota Public Utilities Commission to take the following items into consideration when reviewing the route options for the MNEC Project: 1. There is a section of the blue route that runs along 310th Street, Sheridan Township, Redwood County. This section of the proposed route runs extremely close to seven residences, all of which would be in or very near the transmission line right of way. This section is approximately three miles in length and could easily be re-routed one-half mile to the north or south to avoid all of these residences. 2. The attached map shows an alternate pink route that has already been proposed, which would be a far better option than the blue route as there are no residences along that route. 3. I have also outlined another alternate route in yellow on the attached map. This route would also be a far better option than the blue route as there is only one residence along that route and the transmission line could run north of the grove of that residence, to minimize the aesthetic impact on that home.	Thank you for your comment. The EIS evaluates proximity to residences for each alternative. Section 7.9.5 compares the number of residences between Route Segment 213 and the Blue Route. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
107	4. This section of the blue route poses a significant risk to human health and safety, as well as a negative impact on the value of these residences. The proposed lines are 160 feet from my bedroom window. Some of the other homes along this route are even closer than that. I am sure you can realize that no one wants to live somewhere with high voltage lines and huge electric poles 100 feet from their home. Choosing the pink or yellow alternate route would greatly reduce the health risks, safety risks, negative aesthetic impact, and overall negative impact on our quality of life.	Comment noted. Staff notes that the yellow alternative, as it wasn't included in the scoping decision, cannot be selected by the Commission.
107	5. Much care and attention is made to select a route that would avoid wildlife habitats and conservation areas. An equal or greater amount of care should be taken to avoid the places where people live. No one wants to live in the path of high voltage lines.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment.
107	I urge you to strongly consider an alternate route for this section of the proposed blue route that runs along 310th Street, Sheridan Township, Redwood County . There are two viable alternatives that would still serve the needs of the project while also greatly reducing the negative impact on the residents of the area.	Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process. The yellow line in your letter falls into this category. The pink line in your letter is addressed in the EIS as Route Segment 213 (Section 7.9.5).
108	I believe the Minnesota Energy Connection Project must be passed as it is crucial for the goals of us becoming carbon free.	Thank you for your comment and participating in the permitting process.
109	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The effects of overhead line loss stray voltage have not been thoroughly looked at, add to this the expected line loss of up to 12.75% and all that power goes to ground somewhere. The farm has been in the family for four generations would be less than 1,000 feet from the high voltage line limiting future use. In addition we have been told by other farmers about the problems with GPS and other modern technology around these lines. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. Please reference Attachment B	Thank you for your comment and participating in the permitting process. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. The final EIS has been modified in Section 5.3.6 to point out that public commenters have expressed that they have experienced interference with GPS navigation equipment from existing transmission lines. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
109	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. A Natural Gas generator at the Sherco Plant site would be dramatically cheaper and better for the environment. This would save $1.3 billion of tax payer funds. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project.	Comment noted.

Comment ID	Comment	Response
109	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Any certificate of need has to address the cost of generating and suppling power in this manner and the number of people that will not be able to afford electric power. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. A mechanism to repay farmers for the loss of effective farming practices.	Compensation for property owners is addressed in Section 3.3.2.1. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
109	Question: Should the Commission grant a route permit for the proposed MNEC Project? Response: No. The Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles, while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota Public Utilities Commission order on August 10, 2023, line loss on this Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent there is no logic in this plan. MN should be learning a lesson from the EU. See the attached letter from the North Dakota Industrial Commission.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
109	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit? Response: A route permit should not be granted. Neither route is a good solution to the future energy needs for Minnesotans. The trump administration will pull the USA out of Paris accord this will in tum stop the federal dollars from paying for this Mess.	Comment noted.
109	Comment includes the following exhibits: A) Electromagnetic Field Liability Protection Claims B) Electrostatic and Electromagnetic effects of Overhead transmission lines C) North Dakota Industrial Commission Letter June 26th 2024	Comment noted. North Dakota's exception to Minnesota Statute § 215B.1691 (MN renewable energy objectives) is outside the scope of the EIS. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
110	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The effects of overhead line loss stray voltage have not been thoroughly looked at, add to this the expected line loss of up to 12.75% and all that power goes to ground somewhere. The farm has been in the family for four generations would be less than 1,000 feet from the high voltage line limiting future use. In addition we have been told by other farmers about the problems with GPS and other modern technology around these lines. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. Please reference Attachment B	Thank you for your comment and participating in the permitting process. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. The final EIS has been modified in Section 5.3.6 to point out that public commenters have expressed that they have experienced interference with GPS navigation equipment from existing transmission lines. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
110	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. A Natural Gas generator at the Sherco Plant site would be dramatically cheaper and better for the environment. This would save $1.3 billion of tax payer funds. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project.	Comment noted.
110	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Any certificate of need has to address the cost of generating and suppling power in this manner and the number of people that will not be able to afford electric power. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. A mechanism to repay farmers for the loss of effective farming practices.	Compensation for property owners is addressed in Section 3.3.2.1. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
110	Question: Should the Commission grant a route permit for the proposed MNEC Project? Response: No. The Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles, while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota Public Utilities Commission order on August 10, 2023, line loss on this Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent there is no logic in this plan. MN should be learning a lesson from the EU. See the attached letter from the North Dakota Industrial Commission.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
110	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit? Response: A route permit should not be granted. Neither route is a good solution to the future energy needs for Minnesotans. The trump administration will pull the USA out of Paris accord this will in tum stop the federal dollars from paying for this Mess.	Comment noted.
110	Comment includes the following exhibits: A) Electromagnetic Field Liability Protection Claims B) Electrostatic and Electromagnetic effects of Overhead transmission lines C) North Dakota Industrial Commission Letter June 26th 2024	Comment noted. North Dakota's exception to Minnesota Statute § 215B.1691 (MN renewable energy objectives) is outside the scope of the EIS. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
111	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
111	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
111	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
111	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
111	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
111	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
112	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
112	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
112	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
112	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
112	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Thank you for your comment and participating in the permitting process.
112	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
113	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Potential, minimal, unlikely are a few of the numerous non-informative words used in the document that need to be clarified. Continued research needs to be done in categories that these words are listed so there will be certainty in how we will be affected. Section 7.3 - impacts are minimized... however it has been repeatedly said that there are no impacts. Section 5.3 Potential Impacts - shocks can be more of a nuisance than a danger this is opinion - who gets to decide what is a nuisance? Section 5.6 Air Quality there may be potential impacts during construction - unlawful this means for the duration of 'x' amount of days, citizens have to sit here and just hope that they may not be affected, but not knowing. All statements posed as opinions and uncertainty need to be reinstated with factual evidence in the EIS that can be proven truthful.	Thank you for your comment. Unless defined in the EIS words are assigned their ordinary dictionary meaning. Section 7.3 refers the reader to Section 5.3. Nuisance is defined as causing an inconvenience or annoyance (Oxford Languages Dictionary). The EIS describes what impacts could occur. We strive to provide the most accurate information possible using our best professional judgment; however, we cannot predict the future.
113	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. There are other ways of getting this energy to where this is desired without disrupting uninvolved citizens along the way.	Comment noted.
113	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Reinstate the EIS with all facts and no statements using illegible words with uncertainty. These documents cannot prove no potential harm as an outcome, therefore all individuals who own property or reside within a dedicated distance of all structures in this project shall be covered under liability by the party responsible for this project.	Comment noted.
113	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No Our rights. Known as the Constitution - Bill of Rights, are being violated by this decision. Under no circumstances should this be permitted. This is a hazardous project, which has/can not be proven safe and is a risk. This poses a risk to all parties effected by these lines and poles. This is a danger to myself, my spouse, my children, which as a mother I have an innate desire to protect, and our health. This will jeopardize the livelihood and value of our farm and property and risk to all future generations on our farm.	Comment noted.
113	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: No routes permitted. There are other means of getting energy to where it needs to be. This is not "clean" energy as it is unnatural. No good shall come of this.	Comment noted.
114	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The words minimal and potential are used thru-out the EIS in a non-informative matter. They are not stating facts. Document 5.3.5.1 Existing Conditions: nuisance shock - not factual. Scientific facts need to be addressed on the effects on humans - people with pace makers and other medical conditions and the long term health effects on people. Also clear facts about the effects on animals and farm impacts.	Thank you for your comment. The terminology used in the EIS, such as minimal, is defined in Section 5.1.1. Unless defined in the EIS words are assigned their ordinary dictionary meaning. For example, nuisance is defined as causing an inconvenience or annoyance (Oxford Languages Dictionary). Section 5.3.2.1 discusses pacemakers and other implantable medical devices. Section 5.3.4.1 discusses stray voltage in the context of farm animals.
114	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. It makes no sense in going from southwest MN to get power for the Twin Cities. There are more efficient ways to power to the Twin Cities without this project.	Comment noted.
114	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: It should not be granted. There needs to be factual information in regards to health impacts, livestock, agriculture impacts, safety impacts and any other area I failed to list.	Comment noted.
114	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. A permit should not be granted. It is not practical to run 170 plus miles of high voltage power lines then build 2 natural gas plants at the beginning of it. The lines themselves are directly going against my rights as an American to protect my family and friends health and safety. Also my right to own land and farm that land on my century farm.	Comment noted.

Comment ID	Comment	Response
114	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: Neither route is a good answer to MN's current and future energy needs. A route permit should not be granted.	Comment noted.
114	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
115	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
115	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: NO. The Commission should not grant a certificate of need for the proposed MNEC Project. There are-far better and more efficient ways of getting energy to the twin cities without this project. Xcel is not planning to use this project as it was presented to the public. The presentation made it sound like the energy would be generated through wind and solar. Not so true as my husband says they have been less than truthful. Talk about the best way to say they misled us or did not tell us the whole truth. No, they plan to build two natural gas plants at the beginning of this line. Why build two natural gas plants down there when they could be built closer to where the electricity is needed, losing 13% of the power through transmission lines of over 170 miles. If electricity needs are so high why build there and lose that much of the power. Build it where it's needed.	Comment noted.
115	If we are concerned about saving our natural resources, why construct windmills that take 4.7 tons of copper, 3 tons of aluminum, 335 tons of steel and 700 plus pounds of rare earth minerals? So we want wind turbines but don't want copper mines? In fact wind and solar energy use more copper than conventional forms of energy such as coal, natural gas and nuclear power plants. Conventional power plants require about one ton of copper to produce one megawatt of electricity , whereas wind and solar can require between three to five tons per megawatt. This does not include the additional copper needed to transport the electricity generated from wind and solar facilities to the population centers that consume this electricity. As we travel through southern Minnesota and eastern South Dakota we see many "windmill graveyards". Apparently once they are replaced they are worthless or worse. Switching from reliable sources of electricity to wind and solar is a terrible idea.	Comment noted.
115	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: More comprehensive and more accurate data is needed but not limited to the environmental impact, health and disease impact, safety impact, livestock and agricultural impact, wildlife and habitat impact, historic impact, etc. Having grown up on a farm I know that livestock drinking water near power lines can get shocked which cuts production. Not sure how much liquid I would drink if I got shocked when I did. Someone from the panel said they will get used to it-I wonder if he would. Please see the attached article from PMC-Pub Med Central on The Effects of Electrical Fields From High-voltage Transmission Lines on Cognitive, Biological, and Anatomical Changes.	Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Section 5.3.4.1 discusses stray voltage in the context of farm animals.

Comment ID	Comment	Response
115	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. The Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 174 miles, while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Line loss on the Minnesota energy connection project is estimated at 11.3 to 12.75. Logic in this plan is lacking. Thoughts about conservation and city/country. Neighborhoods in metro areas think that hanging out clothing to dry using solar and wind looks tacky. (Estimates indicate about 8% of electricity is used to dry laundry.) Well, we in the country use solar and wind to dry clothes because we think power lines not only are unattractive, but will have a huge negative impact on our lives, our agricultural production, our livestock and most of all on our health and the health of our children. Losing nearly 40% of our property value makes me ill. My husband and I have made sacrifices to buy our home and land and dislike seeing it devalued for people who seem not to make sacrifices to conserve. How many hundreds of us are there that will lose property value if these high voltage lines come through on or near our property? How much will our property taxes go down if this line is built? I would guess our county budgets will not go down so then what? (See attached article) It's interesting to see office workers wearing heavy sweaters on days when the outside temperature is in the 80's and 90's. It's also interesting to see teens at school wearing shorts in the winter-people need to dress appropriately in buildings especially in the summer should be comfortable but not cold.	The project, if constructed, would provide new tax revenue to the communities where it is present. In the State of Minnesota, all personal property owned by the utility, including high voltage transmission lines, is assessed for property tax by the Minnesota Department of Revenue (MDOR). To value utility property, the MDOR uses the unit appraisal method, which combines all operating utility assets and values them together. The Minnesota Energy Connection 345kV transmission Line would be included in the state's unit value and assessed no differently than any of NSPM's other personal property. The state assessed value determined by the MDOR for all property of NSPM is then allocated to the local governments based on original cost. Based on their portion of the allocated value, the local government bills the utility, and the property tax is paid by NSPM. The project is anticipated to have a positive impact on local tax revenue. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
115	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither route is an acceptable solution for the future energy needs for Minnesotans. Both routes come so close to towns that we call home-Fairhaven and Kimball. We own 40 acres along County Road 45 which will be decimated by this line. Our children are heartbroken that they most likely will not build their dream home(s) on this property in retirement if the line is placed there. A year ago a builder friend wanted to construct a home or multiple homes, if granted, on this property. This property has a nice south facing hill, a duck pond and a stand of hundreds of trees for a couple or more walkout homes with ideal hunting land in the back acreage. We indicated that we wanted to save it for our daughter and/or son who may build and retire there. There is a beautiful new home nearby on our side of the road that is just being completed. Please don't divide us by saying which is best. There is no best in this situation! Build the new gas plants and solar and wind farms where you don't need 17 4 miles of lines.	Comment noted.
115	Comment includes a copy or a few pages from the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date). The Effect of Electrical Fields from High-voltage Transmission Line on Cognitive, Biological, and Anatomical Changes in Male Rhesus macaque Monkeys Using MRI: A Case Report Study (Basic Clin. Neurosci. 2022 13(4):433-422). Should I Buy a House Near Power Lines? (Kelsey Heath October 27, 2023) Electric and Magnetic Fields Associated with the Use of Electric Power. (EMF Rapid 2002)	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
116	I would like to take the opportunity to thank you for allowing us to comment on the proposed Minnesota Energy Connection Project. We are Randy & Linda Kramer, residents who live and farm in Osceola Township, Renville County along the proposed Blue Route. We have significant concerns as to how this proposed route was developed. We farm corn, soybeans, sugar beets, sweet corn and sweet peas.	Thank you for your comment and participating in the permitting process.
116	With this proposal, the Blue Route does not follow existing rights-of-way but instead route through valuable farmland. Routing through fields will cause significant expenses to farm production costs, decrease in land values for those of us along the route. In addition, many of these fields are patterned tiled which would be disrupted by the placement of transmission towers and it would be costly to re-design the tile lines. During construction, the land in Renville County would be prone to severe compaction due to the type of soil. This compaction will cause significant yield loss for many years. We are also concerned about significant damage during construction to our township and county roads. These roads are used by farms for commerce to get our products to market. We cannot have disruptions or major road damage by contractors during construction and maintenance.	Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Potential impacts and mitigation measures concerning agriculture, including drain tile, are discussed in Section 5.4. Potential impacts and mitigation measures concerning soils are discussed in Section 5.6.8. Potential impacts and mitigation measures concerning roads are discussed in Section 5.2.10.
116	As Renville County has many innovative farmers, we along with many farmers have made large investments in our farming practice with the use of GPS/auto-steer on all our equipment. This equipment makes us more environmentally friendly by decreasing the amount of pesticides and fertilizers needed as we can apply them more precisely. Also, our large farm equipment does not adapt well to maneuvering around poles or towers and would increase costs having to farm around them.	Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4. The final EIS has been modified in Section 5.3.6 to point out that public commenters have expressed that they have experienced interference with GPS navigation equipment from existing transmission lines.

Comment ID	Comment	Response
116	Renville County has extensive county and private tile. This proposed route will disrupt both the county and private tile systems significantly. On our and other farms, the cost to repair or replace or move the tile would be immense. Our concern is who will be responsible to pay for the disruption and on-going issues? Potentially, a disrupted tile line could cause crop loss on an entire farm, who again, is responsible?	Potential impacts and mitigation measures concerning agriculture, including drain tile, are discussed in Section 5.4.
116	Another concern is aerial spraying of crops. We raise sugar beets and sweet corn, both crops which we extensively use aerial spraying to control weeds or pests. Transmission lines and towers would affect almost every one of our farms from utilizing this practice, which comes at a cost to us. It may eliminate our ability to raise sweet corn on fields which transmission lines and towers are on or in proximity to.	Potential impacts and mitigation measures concerning agriculture, including aerial spraying, are discussed in Section 5.4. Section 5.4.2.1 has been updated to address the noted potential of no longer being able to grow these crops.
116	A major concern is the decrease in land value on those farms affected by this proposed Blue Route. Due to the additional costs to farm around and the inability to raise certain crops due to the restrictive nature of the transmission towers and lines, the value of our farms will be less than those not affected. The compaction issues caused by construction of these lines will last for years, resulting in lower production. This is our livelihood and taking good productive land out of production when we receive no benefit does not seem rational. Why is farmland and people's livelihood worth so much less than conservation land.	Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Section 5.4.2.1 has been updated to address soil compaction/limiting crops and Section 5.2.7.2 has been updated to address decreased land value due to compaction/limiting crops.
116	We question the Certificate of Need in Renville County. The power to be routed from southwest Minnesota on this proposed line is designated to be mostly used in the Metro area and big business. A transmission line going through Renville County does not benefit us, as it will not be used to power our homes, farm shops or businesses.	Comment noted.
116	Another item of concern, if the Certificate of Need is granted, Xcel Energy's requests for a proposed 1,000 ft right-of-way is far too ambiguous.	As discussed in Section 3.3.1, the larger route width, as opposed to ROW, allows the applicant to work with landowners to address their concerns and to address engineering issues that could arise after a permit is issued. The permanent ROW is 150 feet.
116	There are other routes which already have existing corridors for this type of project. We feel it would be in the best interest to utilize those routes and not take out valuable land used for production agriculture as in the proposed Blue Route.	Comment noted.
117	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
117	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
117	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
117	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
117	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
117	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
118	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
118	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
118	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
118	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
118	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans. One route proposed would go through my property would destroy the land as we use it for hunting. It is a big part of our family. We have put a lot of work into it. I want my kids to enjoy it for many years also. I think there is a better solution to this without destroying family farms.	Comment noted.
118	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
119	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
119	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
119	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
119	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
119	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
119	The following documents are submitted as evidence of the effects of stray voltage, EMFs, and insurance policies that power companies have on employees exposed to high voltage. The documents also discuss the effects on cardiac rhythms for those who are near the voltage lines. The documents are titled "Electrostatic and Electromagnetic Effects of Overhead Transmission Lines" by the United States Department of Agriculture and "Electromagnetic Field Liability Protection Claims- Made Coverage Summary" by Federated Rural Electric Insurance Exchange. It was stated by Mr. Scott Ek at the Litchfield and Kimball Hearings that the burden of proof lies to those involved. These documents serve as the burden of proof on behalf of property owners and residents along the proposed routes. Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
119	We have several serious concerns regarding the proposed MNEC project and its potential impacts on our farm, family, and community. As lifelong farmers, we understand the importance of maintaining a safe, healthy environment for both our livestock and ourselves, as well as the critical role that stable, unimpeded technology plays in modem agriculture. The proposed high-voltage power lines present specific risks to livestock health and productivity, human safety, and the integrity of farm operations, while also threatening the long-term value of our land. We believe there are better alternatives that would allow us to avoid these substantial risks while preserving the agricultural and natural landscape of Minnesota.	Comment noted.
119	Stray Voltage: Past experiences with stray voltage on the dairy farm have shown its harmful effects on livestock, including reproductive issues, mastitis, high somatic cell counts, reduced water intake, lower milk production, and increased cattle anxiety. These issues lead to unhealthy cattle and heightened safety risks during handling.	Additional information regarding stray voltage impacts to cattle has been added to Section 5.4.2.1 of the EIS.
119	Health Risks for Humans and Livestock: Prolonged exposure to high voltage power lines raises significant health concerns. Low-voltage currents can lead to heart-related issues, which is particularly concerning given Ron's pacemaker. Additionally, exposure to EMFs (a form of radiation) could increase risks of brain tumors and cancer.	Potential impacts and mitigation measures concerning human health and safety, including pacemakers and EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement.
119	Electronics Interference: High-voltage lines may interfere with farm equipment electronics, causing data loss, overheating, efficiency drops, motor damage, and constant system resets. This could hinder both current and future farm technologies.	Potential impacts and mitigation measures concerning electronic interference are discussed in Section 5.3.6.
119	Land Depreciation: High-voltage lines would likely reduce the value of agricultural land and property, impacting generational farming potential and preserving farmland for the future. The project could also damage Minnesota's natural landscape, and with alternative energy options available, this project seems unnecessary. These concerns highlight the potential negative impact on farm operations, health, property value, and the environment.	Comment noted.

Comment ID	Comment	Response
120	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The proposed transmission line will be in place for 60-100 years and this means 24-7 people and animals will be living near this transmission line. The EIS talks about research but has any of this been proven for people and animals to be near the line for this length of time? On page 6 of the EIS the paragraph lists route permit criteria. It states "the proposed transmission route should minimize human and environmental impact" Heading A: effects on human settlement, noise, displacements, aesthetics, etc. Heading B: Effects on public health and safety. Heading C: Effects on land based economies, such as agriculture, forestry. I don't think any of these items were addressed when a transmission line is proposed to bisect your agricultural field, be near your home, near your livestock, and ruin the beauty of the land. This doesn't even talk about farming around these 10 foot cement blocks supporting the tower and lowering the value of your property forever. The report doesn't even mention the one time payment of less than 100 percent payment for the easement that a farmer and future generations will need to farm around for 60-100 years. In the l 970's, a transmission line was placed on our property. We either had to sign or the land would be taken by eminent domain. We received a one time payment and no other compensation. We have been farming around this line for 50 years and received only that one time payment. Now Xcel is proposing to take the land from the farmers once again. What happened to our rights as individuals to live on our land without big companies trying to destroy our farms and our neighborhood.	Thank you for your comment. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Landowner agreements are outside the scope of this EIS; however, information was added to the EIS discussing landowner concerns with a one-time payment for a perpetual easement agreement (see Section 3.3.2.1).
120	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. I am enclosing Exhibit #1 dated June 26, 2024. It is a letter from the North Dakota Industrial Commission, signed by the Governor, Attorney General, and Agriculture Commissioner of North Dakota. On page 13 of this letter, VII Conclusion: "On behalf of North Dakota, once again expresses its continuing deep concerns in relation to the extra territoriality and constitutionality of Minn. State. §216B.1691. The statute, in addition to other violations, readily appears to directly contravene the dormant Commerce Clause and be federally preempted by both the Federal Power Act and the Clean Air Act." There are some serious concerns in this letter that need to be addressed by the Commission before it grants a certificate of need for the proposed project.	North Dakota's exception to Minnesota Statute § 215B.1691 (MN renewable energy objectives) is outside the scope of the EIS.
120	The Environmental Impact Statement (EIS) dated October 2024 has some very interesting information that needs to be addressed. These are just a few of the items that I think need to be considered before an approval is given for this proposed transmission line by Xcel Energy. On page 6 of this EIS, it was addressed to replace the coal-fired generation at Sherco with a new natural gas generation facility closer to Sherco and the Minneapolis-St. Paul as this metro area is where this electricity will be needed. The people that live on the agricultural land from Lyon County to Sherburne County will not benefit from this transmission line. By placing the facility closer to the metropolitan area, it would save money crossing approximately 171 miles of prime cropland. Also, replace the coal-fired generation at Sherco with additional solar and wind powered generation closer to the Minneapolis-St. Paul area that interconnects to the Sherco Substation. With Minnesota winters and sunless days, will the proposed solar panels and wind energy machines support the demand for energy. On page 64 of the EIS, 4.2.7.2 the replacing of the solar and wind powered generation closer to the Minneapolis-St. Paul area is an alternative that is feasible and available. Items 4.3.1 of EIS - don't build alternative would avoid the potential impacts of the project as described in the EIS (Chapters 5-13). Why did Minnesota Public Utilities let Xcel Energy shut down the megawatt facility in 2023 before Xcel had approval to go through with this 171 mile transmission line thru prime farm land?	Comment noted.
120	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: One suggested idea was to put it underground so there wouldn't be stray voltage to humans and animals. This question was asked at one of our meetings and we were told it would be too expensive. But what is the price for human safety? Especially the children that will be living by this transmission line possibly 18 years while living at home.	Underground transmission lines are discussed in Section 4.2.4.2.
120	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: I am enclosing Exhibit #2 which is a signed petition of 33 pages with 216 signatures of people that live in or near Harvey Township area that are opposed to this transmission line by XCEL. This petition was submitted to XCEL on March 22, 2023. I am also enclosing Exhibit #3 which is dated May 10, 2023, submitted to Minnesota Public Utilities Commission. This is a statement signed by the Harvey Township Board members stating that they are opposed to the proposed transmission line in Harvey Township.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
120	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: can't help but think of the meetings I have attended where XCEL representatives said to look at the maps and suggest an alternate route to remove the proposed transmission line from your land to another field which would be my neighbor's field. If I don't want it on my land, why would I suggest for it to be put on my neighbor's land. Our family has farmed some of this land for over a 100 years. These people are our neighbors, friends, and family. I can't help but think that XCEL read the book The Great Power-Line Cover-Up by Paul Brodeur. Subject: How the Utilities and the Government are Trying to Hide the Cancer Hazards posed by Electromagnetic Fields (and divide neighbors against neighbors). The purple route would bisect one of our agricultural fields where there are a lot of tile for drainage. In the EIS on page 338, 9.9 ROUTE CONNECTOR 105 (yellow line) would bisect this field. The EIS report : "Route Connector 105 is one mile long. There is one residence between 500 and 1,600 feet away from the centerline. Vegetation is mapped as cultivated crops and the soils are designated as prime farmland or farmland of statewide importance." The purple route would also require the transmission line to cross over the existing powerline installed in the 1970's. Therefore two different electrical lines would be on an 80 acre piece of land that would never be sold as two possible building sites. XCEL had suggested to follow road right of ways, don't bisect agricultural fields, and stay away from residential homes. In comparison of the purple route and the blue route, the blue route is shorter, more direct, impacts less homes along the route, impacts less cities or small towns, and less impact to endangered species. " XCEL Energy filed testimony September 6, 2024, noting Modified Blue Route has least impacts for entire route, and is therefore the Applicants preferred route. "	Comment noted. Alternative routes were proposed during the scoping period and accepted alternatives are listed in the scoping decision consistent with the process outlined in Minnesota Statute and Rule. As noted in Section 5.8, transmission line crossings can raise system reliability concerns. The Minnesota Public Utilities Commission. will use the analysis in this EIS along with the entire project record to make a decision based on the criteria listed in Minnesota Rules, part 7850.4100.
121	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
121	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
121	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
121	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
121	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
122	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
122	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
122	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
122	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
122	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
122	We have 22 grandchildren, they spend a lot of time here. Love my grandchildren dearly don't want them to quit coming because of health concerns the powerlines cause. We have prime farmland that will be taken from us if the lines would go thru here. Stop them please! There is also a nursing home less than a mile away what would that do to them. We also have two very large eagles that sit in our trees. The powerlines kill a lot of wildlife. Please think of what this will do to everyone.	Potential impacts and mitigation measures concerning human health and safety are discussed in Section 5.3. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4. Additional information concerning potential impacts and mitigation measures associated with bald eagles was added to the final EIS.
122	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
123	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The effects of overhead line loss stray voltage have not been thoroughly looked at, our Century farm that has primarily been a cattle and crop operation would be less than 1,000 feet from the high voltage line. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Potential impacts and mitigation measures concerning human health and safety, including stray voltage, are discussed in Section 5.3. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
123	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The use of natural gas plants will be allowed at the beginning of the line when it should be done at the Sherco plant site. This would save $1.3 billion of tax payer funds. The commission should not grant a certificate of need for the proposed MNEC project. There are better and more efficient methods for getting energy to the Twin Cities.	Comment noted.
123	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Any certificate of need has to address the cost of generating and supplying power in this manner and the number of people that will not be able to afford electric power. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
123	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. MN should be learning a lesson from the EU. See the attached letter from the North Dakota Industrial Commission.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
123	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans. See the North Dakota Letter of findings.	Thank you for your comment and participating in the permitting process. North Dakota's exception to Minnesota Statute § 215B.1691 (MN renewable energy objectives) is outside the scope of the EIS.
123	Comment includes the following exhibits: A) Electromagnetic Field Liability Protection Claims B) Electrostatic and Electromagnetic effects of Overhead transmission lines C) North Dakota Industrial Commission Letter June 26th 2024	Comment noted.
124	My husband John Griffith and I have worked our entire lives to purchase and pay off 640 acres of land. Of this 640 acres Xcel Energy is proposing to place 8 large poles placed in big cement slabs on 320 acres which is half of what we own. These polls will be placed in our fields because we are located on small township gravel roads and need to be far enough away in the event roads will be increased and polls will be safe. There are no building sites per section anymore so roads will never be increased ut that won't matter. There won't be enough space from rite a way to pole for this big equipment to go so will have to go around every pole leaving lots of unfarmable ground. This will decrease our land value and also decrease our cash rent on half our land. Taxes will remain the same, land value lowered and cash rent down. We feel we are being treated very unfairly having half of our land targeted for this project. Our neighbor to the north and west doesn't get any poles, this targets neighbor against neighbor. We receive nothing from this once construction is completed. Half our land will be heavily impacted adn tile lines broken. It will not be put back in original condition. We get paid $5,800 one time for half our land devalued and cash rent decreased for a lifetime. My first comment is this project should not move forward in our area. We gain nothing after construction. My second comment is we are being treated very very unfairly for reasons stated.	Thank you for your comment and participating in the permitting process. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
125	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. Landowner for project area* No need not used here* Stray voltage is a proven factor * too close to residents that didn't want it* my business will be affected* financial impact with less farmland to operate* less tillable acres* Health will be affected by those who live there* Proposed route change where all the land is already signed up by landowners. Route permit #TL-22-131* Would affect the resale value of land.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
126	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Items that need to be clarified and included in the EIS are the chemistry component effects on the ground water, surface water, air pollution and wildlife that the transmission line is going to be having direct and indirect impacts on.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Additional information regarding the concrete foundations and potential impacts to groundwater has been incorporated into the EIS in Section 5.6.5.
126	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. This proposed project does not address that solar panels become hazardous waste and wind turbines become trash that need to be removed from the property when they are no longer in use. It does not discuss the adverse side effects that is would have on wildlife that has habit near the transmission lines. The EIS also does not address the amount of potential containments that can go into the drinking water aquifers when the ground is disturbed when installing the transmission poles. The vulnerability of a drinking water supply management area (DWSMA) is determined by the geology surrounding a well, the age, construction, maintenance of a well, water chemistry isotopic composition and existing contributions. DWSMA's are only determined on public water wells, not domestic wells. The EIS does NOT address the geology or vulnerability of the 80 domestic wells within the proposed substation sitting areas or the 20 active wells within the right of way for alternative routes. Minnesota drinking water needs to be protected for all residents. Minnesota has naturally occurring and human contribution arsenic pockets in the ground, construction or ground disturbance can release this arsenic into the aquifers that domestic wells are pumping water from. Ground disturbance can allow nitrates and other agricultural chemicals to enter the soil and eventually reach the aquifer depending on the geology, depth of the aquifer and time of travel. Depending on the vulnerability of a DWSMA the potential containment source could reach the drinking water well within weeks, months or in non-vulnerable areas up to ten years.	DWSMAs, domestic wells, aquifers, and potential impacts to groundwater are discussed in Section 5.6.5. Additional information regarding the concrete foundations and potential impacts to groundwater has been incorporated into the EIS in Section 5.6.5. Geology is discussed in Section 5.6.3.
126	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts of ground water and surface water, safety impacts, wildlife and habitat impacts, and livestock and agricultural practices impacts. The potential impacts referenced to in the EIS section 5.6.9.2 does not address the tree clearing, erosion and sedimentation that can contaminate the drinking water with nitrates, arsenic and multiple pesticides and herbicides. Vegetation and trees help to filter the rain water and surface water before the pollutants can reach the ground water and the aquifers. All removed soil and sediment has to be replaced to an improved status including near a domestic well ensuring that the well will not be flooded from rain, groundwater or surface water after the project is completed. Transmission lines can not be closer than 40 feet from a domestic well so that maintenance can still be performed if needed on the well and to ensure that the well is not disturbed during transmission line construction.	Active wells within the ROW are summarized in Section 5.6.5. Groundwater mitigation measures are discussed in Section 5.6.5.3. Information has been added to the EIS concerning pesticide drift.
126	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. The Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles, while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota energy needs. This project is not in the best interest of the environment or the residents of Minnesota. The environmental footprint of this project is not in the best interest of Minnesota.	Comment noted.
126	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither route is a good solution to the future energy needs of Minnesotans. All routes benefit Excel energy and all routes negatively pose health risks to humans and wildlife. Please see: Minnesota Department of Health, Wellhead protection vulnerability fact sheet Minnesota Department of Health, Isolation distance from a water-supply well www.health.state.mn.us/communilies/environment/water/weUs/construction/isolate	Comment noted. Wellhead Protection Area Vulnerability/the Wellhead Protection Area (WHPA) program is discussed in Section 5.6.5. The groundwater mitigation discussion in Section 5.6.5.3 has been updated to refer to the MDH isolation distances.
127	One of the things about renewable energy is that it can be generated near the point of use eliminating the need for long transmission lines. A friend of mine said, "if you want green energy put a solar panel on your roof not a transmission line on any property." If as much effort were put into developing this concept as is put into developing wind and solar farms, the technology would evolve much faster and we would all be better off. Punishing people who have nothing to gain from this project with the detrimental effects of a transmission line while creating profits for wealthy investors is appalling. Show some real leadership for the common good and deny the other alternatives. Let's move forward and do the right thing the right way. If the Twin Cities Metro area produced as much renewable energy as they could there would be less need to bring in energy from outside sources, fossil or renewable. Please focus on that.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
128	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The words 'potential' and 'minimal" are used in abundance in the document. Such words are not factual, rather words of uncertainty. This can assure one that the information is stated may not be accurate. See documents 5.2.10.5, 5.2.1, 5.6.1 (Air Quality). All statements including the words listed above as well as all other words that may imply uncertainty and continued research should be done so items can be stated with actual real and factual information.	Thank you for your comment. The terminology used in the EIS, such as minimal, is defined in Section 5.1.1. Unless defined in the EIS words are assigned their ordinary dictionary meaning. For example, nuisance is defined as causing an inconvenience or annoyance (Oxford Languages Dictionary). The EIS describes what impacts could occur. We strive to provide the most accurate information possible; however, we cannot predict the future but we can provide our best professional judgment.
128	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. There are other ways of getting electricity to where it is needed without disrupting all these people and their rights along this path.	Comment noted.
128	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed to educate on the impacts of all areas of concern including health and safety and environmental factors.	Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
128	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: Absolutely not. This goes against the Bill of Rights in it's entirety whis is our (American) Rights in relation to our government. This is our right to protect our land, our family, and our homes and future health.	Comment noted.
128	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: No route should be permitted. As stated above, there are other means of getting clean energy to designated areas without affecting. No good will come out of either of these routes.	Comment noted.
129	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
129	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
129	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
129	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
129	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
129	It is hard to understand how I can ask the same question of several representatives of this power line and get a different answer each time. Such as no issues or impact, to minimal issues to some issues. Who is being honest or are none of them being honest. Talking to people near current large powerlines like this, they all say the same thing. There are issues that are still not being addressed. How is this line/route any different. The most direct route from source to usage is the most efficient. Anyone in business can tell you this. Should the future of our power consumption be addressed in the most efficient way possible and not being forced on those landowners who will not benefit from it.	Comment noted. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
130	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
130	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
130	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
130	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
130	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
131	I have attached a segment of the Minnesota Energy Connection Map provided to me at a public meeting Nov 6th at Maxs Grill in Olivia MN. The map shows 2 variations of the Excell “preferred route “ The first is after crossing MN HY 19. Our proposed line follows the north side of the highway 1/2 mile easterly and then goes north down the property line and rejoins the proposed power line. The second variation is a collaborative option which include Andy Rieke’s house and dairy barn. This option is the same as first one except this route continues east for a total of 2 miles and the north a half mile reconnecting to the preferred route. Neither of these options increase distance. What they primarily do is mitigate a more prudent avoidance of two residences without transferring the problem to someone else. We have basically 4 items that we would like the commission to consider.	Thank you for your comment and participating in the permitting process. The proposed alternatives referred to include Route Segment 215 and Route Segment 220.

Comment ID	Comment	Response
131	Aesthetics, we live in a home that is the headquarters of a 5th generation farm. A lot of pride in the lawn and backyard is quite evident. My parents built a below ground pool on the west side of our home. This patio area is a place full of family, friends and neighbors on almost a daily basis throughout the summer. We have horseshoe pits and often games of bagtoss or even a nap in the hammock. Dinner and supper and held outdoors on a regular basis. This are is 337 ft to the center of the corner pole straight south of our home, obviously the power lines themselves are considerably closer as they extend left and right. Two days after the Nov meeting a survey truck laid out the stakes where boring samples are scheduled. The next day I used a 100 foot tape measure to determine the distance.	Comment noted.
131	Noise, as I previously wrote in my concerns about negative aesthetic changes we are very unhappy with the prospect of this constant “buzzing” which will emanate from the power lines. We have a 165 Kv line which is east of our home about 750 feet away. In the hot summer months we can hear the lines but normally you have to walk half way there to find them bothersome. The 345 double circuit line is only 1/3 the distance and more than twice as much current. We believe it’s also important to recognize the impact of the term “double circuit”. At the Jan 25th, 2024 meeting at Maxs Grill in Olivia MN I asked the question “does a 345kv double circuit HVTL actually have the capacity 690kv?” The 5 panelist at the meeting did not know the answer and deferred to a representative of Excell Energy who was sitting in the back of the room. His answer was full of electrical technological verbiage. I am well versed in agricultural economics however I’m not a physicist! I asked to rephrase my question is there any possibility a 345kv double circuit HVTL could carry a larger load than 345kv? His answer was yes it could. This is verifiable as a stenographer and a video/audio team were working the meeting. So commonsense would dictate more voltage = more audible interference in our lives.	Potential impacts and mitigation measures concerning noise are discussed in Section 5.2.6.
131	Health, I absolutely cannot make a credible argument about electro magnetic fields (EMF) and won't even try. What I can say is Excell has data that indicates 250feet is an adequate distance from a house to a 345kv line. At home I Googled “what is the safe distance to live next to a 345kv HVTL.” AI Overview wrote “safe distance is no less than 500 feet”. Fast Expert.com also chimed in with “700-1000 feet from HVTL line is best to limit EMF exposure.” The truth is there are dozens of EMF studies and it appears no absolute conclusion is available. One thing is certain though the double circuit language creates an ambiguous doubt when Excells own representative admits in an open and recorded forum that 345kv double circuit line may have more than 345kv. So then the 250foot safe distance Excell claim is almost a moot point when their conclusive data does not factor in any excess voltage.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
131	Property values, The Nov. meeting had a young farmer ask about property values dropping after a power line is constructed. A Excell employee answered that their studies indicated the value loss was between 1% and 5%. I went and googled the question and found the Excell representative right as it pertains to farmland, woodcare etc. What I found after looking at about a dozen website when its a home versus farmland the devaluation is anywhere from 10% to as high as 65%. Not many folks looking for homes 280 feet from power wires.	Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
131	To conclude I have an anecdotal piece of evidence. A 20year friendship of mine is a retired power line construction foreman. He had multiple crews working for him and has worked many hurricane, tornado, ice storms etc. all over the USA. His company was primarily contracted by Excell. I reached out to him and asked if he would live in a house 280 feet from a 345kv double circuit HVTL and his reply was not even if the house was free. He is also the man who explained to me how double circuit hvtl’s work. His answer on the question I asked the Excell representative at Maxs was in all likelihood this line would rarely carry 690kv, but it absolutely could.	Comment noted.
131	I am asking the commission to please order Excell to pick either the routing in pink is sec 3, Birch Cooley, Renville CTY MN or the second option which includes both section 2 and 3.	Comment noted.
132	The Department of Commerce seems to be pro-electric line and solar industry. Commerce also affects the individual land-holder. The present approach of compensation is a one time payment for construction and easement permission. The power company will generate electric revenue annually. The land owner should also receive annual payments. Our farm has had a major power line crossing it for almost 50 year and we have many inconveniences annually.	Thank you for your comment. The Public Utilities Commission is required by law to process any application it receives. Being it's technical advisor, the Department of Commerce must do the same. Landowner agreements are outside the scope of this EIS; however, information was added to the EIS discussing landowner concerns with a one-time payment for a perpetual easement agreement (see Section 3.3.2.1).
133	Our property borders County Road 9 near Amiret Township referenced as Parcel 595 PID 01-030001-0. Our read of the map graphic showing where the Modified Blue path of the line will run, is unclear. We could not tell exactly where the line runs and whether it is on our property. In a recent conversation with Excel Energy, we were told that the line will not be on our property but will be on the east side of County Road 9. That said, our property is within the “Route Width” area that is studied, i.e. the Route Width of 1000 feet. Therefore, Excel needs access. We provide these comments in case something changes and the power line is moved onto our property.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
133	Our property has been in our family since it was homesteaded on June 17th, 1865. Our property consists of flat agricultural row crop land currently under production, and a mix of pasture old growth oak forest lining the cottonwood river. Historically the land along the river was residential. If the power line were to be over our property, it would be on and over forested areas that include old growth oak trees and near the Cottonwood River, as well as potential residential site. The placement and easement would take a significant amount or our property and would include cutting down these old oak trees. These trees have been standing for hundreds of years and make up an important wildlife habitat and part of the wildlife corridor along the Cottonwood River. This area has a rich history of farming that we support and part of our land is farmed, but very importantly we also believe that old growth oak stands should not be disturbed and wildlife habitat is a valuable and unique resource in this area. Further, historically this is the residential area for the farm. It is a desirable location for a home because of how it sits nestled down a hill in a protected area. This area may include a home in the future and a powerline with its cleared easement would create a detrimental effect on the use and value of this property. Our concerns if the proposed route would run over our property: 1) A significant stand of old growth oak forest would have to be taken down. This resource is in increasingly short supply in southwest Minnesota. With its proximity to the Cottonwood River this area serves as both a wildlife sanctuary and corridor. 2) Ongoing maintenance of a forested area (for example the regrowth of trees) would continually cause disruption to the environment and habitat. 3) A line placed on our property will result in the overall property value to decline significantly. The property includes both flat, tillable agricultural land and hilly wooded pasture ideal for a farm family to take up residence. That is why my family chose to settle there in the 1800's. Before any decision to place the line on our property, we believe that there needs to be more data provided on health impact for residents who live along this line, the wildlife habitat impact and the impact on old growth oak savannah. It is a unique and special piece of property.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north.
133	We would also like to make you aware that we were never notified by the State of Minnesota, the Public Utility Commission or Excel Energy of this project. We learned of it only recently when we received a request by Excel Energy to allow their contractor access to our property.	Comment noted. Commission and EERA staff used available county data to create landowner mailing lists. From time to time this information is not current or otherwise incorrect. Anticipating this potential, other means are also used to notify the public about project milestones, for example, public meetings and comment periods. Staff utilizes general notice methods including eDockets, the EERA webpage, the Commission's webpage, local newspapers, and the EQB Monitor. These methods facilitate word-of-mouth notice from neighbor to neighbor and local government unit to constituent. Methods of notice for the project are detailed in Minnesota Statute 216E.03 and Minnesota Rule 7850. Commission and EERA staff have utilized these methods for the project.
133	We respectfully request that you take into consideration our comments as final decisions are made regarding the placement of the powerline and its impacts.	Thank you for your comment and participating in the permitting process.
134	We are William and Christine Schwandt and are landowners on the powerline route, blue route. We have lived here since November 2, 1974, 50 years all of our married life. The farm (160 acres NW ¼ Section 24 Paxton Township, Redwood County), was and is our life. We have loved and taken care of this farm and the farm has taken care of and will take care of us. We have tile lines in the road ditch, both mains and laterals and intakes. Also, the proposed route crosses over my driveway, mailbox, front fates, pasture fences and most of important to us, our driveway trees. There are 45 trees (maples, evergreen, American honeysuckle red twiggy dogwood, green ash and hackberry. The majority were planted Spring 1982. We have watered and cared for the trimming and replacing dead ones as needed over the years. We have a mature shady lane to our farm place. The driveway is about 900 feet long. Over the years I have planted over 15,000 trees of various types, which include field wind breaks, majority of the grove, property boundary borders (cooperating with my neighbors and creating wildlife habitat. Our farm does more than grow crops. The best time to plant a tree is 40 years ago, which we have done. We don't want to start over again.	Thank you for your comment and participating in the permitting process. Impacts to vegetation are discussed in Section 5.6.10.
134	Our property is unique, like no other along the blue route. The simple solution, choose the red route. If not, I expect to be greatly compensated. Other concerns are getting electricity (RE) lines to our farm site, which come across my neighbor's farm, could be put underground. I'm not opposed to that. The land was originally one owner when it was first installed in the 1930's. There is also telephone wire underground that will also need to be dealt with.	Comment noted.
134	Case in point, this quarter we own borders Redwood school district to the not and west and Southeast and this property lies in the Morgan school district. Our three children all graduated from Morgan school district. The farm has been good to us. Christine is in GilMor Manor nursing home and we are on Medical Assistance. She has been there over 3 years so there will be a lien on the property. We would like that taken care of so you can have the right of-way free and clear. Please come and talk to me – you need to see this farm and experience. Or choose the red route.	Comment noted.

Comment ID	Comment	Response
134	We live along the proposed blue route. The owners of this property have owned the land for 50+ years. It has been a family farm, first dairy cows and now our family is building a horse training/boarding business on this property. We are very proud of this land and it has taken care of us all this time. If the blue route is selected, we would respectfully that the poles be installed along the north side of 310th street near Hwy 13 by Morton. Which we do not own. If that is not possible, and the line has to be installed on the south side, we will work with you on compensation for the right-of-way.	Comment noted.
134	Some additional work that will need to go into accommodating the blue route line includes: • Removing 40+ mature trees • Eliminating parts of windbreaks (which are a wildlife habitat) • Relocating/modifying existing tile lines	The EIS discusses and compares potential impacts and mitigation measures concerning vegetation/trees, wildlife habitat, and agriculture, including drain tile. Impacts are compared between relevant route segments within a given region in Chapter 6 (furthest south) through Chapter 13 (furthest north). To aid in their decision-making, the Minnesota Public Utilities Commission. will use the analysis in this EIS along with the entire project record to make a decision based on the criteria listed in Minnesota Rules, part 7850.4100.
135	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
135	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Why should we, as landowners, bear the burden of sacrificing our health, land rights and property values to supply this energy option to the Twin Cities when there are better options?	Comment noted.
135	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. More data needs to be obtained on how these lines can impact the health of residents who live nearby. In our household, we have someone who is medically disabled and very sensitive to environmental factors. This is a major concern for us and could greatly impact this person's quality of life.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north.
135	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. Depending on the route we stand to lose over 75% of the trees,on our property and two outbuildings that don't have an optional space to moving/rebuilding. This would drastically affect our property value.	During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. The final EIS has been modified in Section 5.3.6 to point out that public commenters have expressed that they have experienced interference with GPS navigation equipment from existing transmission lines. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
135	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
136	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. They don't have reasonable answers for all the questions asked abou6 the impacts of the line. They are just trying to bluff questions.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
136	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted.
136	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. Nobody in the area wants this power line. They should look for other means and methods.	Comment noted.
136	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. They won't go through DNR land because they know the power line is not good for the environment.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
136	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. It's all about money - not people or the environment. Politics. There will be legal pushback if this moves forward.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
136	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans. Neither of the power line routes are any good. Explain why the two alternative routes are so close together.	Comment noted. Applicants are required to provide two alternative routes between endpoints. There is no requirement as to the variation of those routes in terms of distance from one another.
137	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. I am very concerned about the dangers for the health and well being of my children and friends.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
137	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
137	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
137	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
137	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
137	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted.
138	We would like to see a permanent reduction in property taxes for any parcels that have poles on them, this would benefit future owners. Maybe something like the Green Acres program. This is prime agriculture farm land. Also would be good if we didn't have to pay income taxes on any money received for compensation for granting easement on property.	Thank you for your comment. Compensation for property owners is addressed in Section 3.3.2.1. Property taxes are determined by the appropriate jurisdictions, not the Public Utilities Commission.
138	You have requested borings on parcels 05-0026000 and 01-0349000 which are not on the same side of the Minnesota Highway 4 as the project. We are concerned if you are thinking of putting poles or a substation between these two parcels of our property in addition to poles on the other side of Minnesota Highway 4 that we would not be able to have aerial spraying of crops on these parcels.	Potential impacts and mitigation measures concerning agriculture, including aerial spraying, are discussed in Section 5.4.
139	My home is on the purple route, northeast of Fairhaven. By the route plan, it will run on my side of Co. Rd. 45. My home is 210 feet from the centerline of Co. Rd. 45. The current powerline is 180 feet from my home. If the new powerline is at the current location, your easement is 105 feet from my home. I am concerned about health issues, and resale values.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
139	I was told, they may be able to run the line on the other side of Co. Rd. 45. Now this year (2024) a new home has been built and occupied. This new home is not in any of the route planning photos or drawns. It's closer to the road that my home, at about 175 feet to the center of the road. Isn't this what they call a pinch effect.	The new residence has been included in the EIS. This includes updated counts in Chapter 12 for Region G (refer to Section 12.2.1).
140	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Information in the EIS must be missing. If the DNR has concerns regarding impact of the power line on the environment and animals, then they have information not contained in the EIS. Why put value of wildlife above people?	Thank you for your comment and participating in the permitting process. The applicant voluntarily chose not to route its alternatives within DNR lands. The EIS discusses potential impacts and mitigation measures associated with the natural environment, including wildlife and associated habitat. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north.

Comment ID	Comment	Response
140	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. Something is wrong if the proposed plan is not even going to be used for long if at all. Be up front about all plans. It is ridiculous to build natural gas facilities in Lyon County when the Twin Cities is the benefactor. What about the people/cattle/land along the route? Do not grant a certificate of need for the proposed route. This would be a catastrophic mistake.	Comment noted.
140	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. There are so many unknowns - or maybe the info is just being suppressed. I'd like to see an honest study that shows effects of these lines on humans, cattle, land, etc.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
140	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. No. Do not grant a route permit for the proposed MNEC project. This is not the best solution. Clearly, more studies need to be done, more options need to be explored... where you're not effecting 174 miles of humans!	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
140	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans. None of the routes meet the energy needs of MN without dire consequences - Do not grant a route permit.	Comment noted.
140	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted.
141	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
141	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
141	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
141	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
141	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
142	5.2.10.6.2 Other Proposed Mitigation MnDOT suggests the following edits to this section: “Road and railroad crossings Any utility occupation of road and railroad rights-of-way would need to be designed to meet MnDOT and rail operator design guidelines respectively, and a permit from MnDOT would be required for the use of any state highway ROWs. MnDOT has a formal policy and procedures for accommodating utilities within or as near as feasible to highway ROWs. The applicant would continue to work with MnDOT to confirm that the project meets all applicable guidelines during permitting, and final design, and construction, and has committed to coordinating with county and township road departments to minimize impacts on local roads and highways.”	Thank you for your comment. These edits have been made in the EIS.
142	5.2.10 Transportation and Public Services 5.2.10.5 Potential Impacts To adequately address the increase in colocation of transmission lines and trunk highway right-of-way (ROW), specifically paralleling within any road ROW, MnDOT believes that portions of this section fall short in the scope of potential road ROW impacts during transmission line “operations.” Please consider the addition of the following impacts as deemed relevant by our agency: •Pole, crossarm, and conductor locations may impact, impair, or otherwise impose hazards to road construction and maintenance operations such as; mowing, sign/light placement or replacement, bridge inspection, ditch cleaning, critical snow removal and other operations •Pole locations may impose safety hazards to the travelers on the trunk highway system with respect to clear zone if the poles, as fixed objects, would be within the recovery area for vehicles that leave the roadway •Pole locations may require the removal or limitation of cost-effective snow protection activities such as living and structural snow fences	Section 5.2.10.5 has been updated to address this information.

Comment ID	Comment	Response
142	MnDOT's Office of Environmental Stewardship (OES) Project Route Alternatives Comments • Cultural Resources Unit comments regarding route alternatives added as part of DEIS process that were not previously commented on as they occur within MnDOT ROW in relation to currently recorded National Register eligible properties and/or previously recorded archaeological sites: o 201 (TH 59): Previously recorded archaeological sites are intersected or adjacent to MnDOT ROW in this segment. Additional investigations maybe warranted to determine the impact of the project on these resources o 21LY0044 (T109N-R41W-Secs. 11, 14, 15) o 21LY0099 (T109N-R41W-Secs. 10, 11) o 21LY0043 (T109N-R41W-Sec. 10) o 21LY0042 (T109N-R41W-Sec. 3) o 21LY0041 (T110N-R41W-Sec. 26) o 205 (TH 59): Previously recorded archaeological sites are intersected or adjacent to MnDOT ROW in this segment. Additional investigations maybe warranted to determine the impact of the project on these resources o 21LY0040 (T110N-R41W-Sec. 10) o 206 (TH 59): Previously recorded archaeological sites are intersected or adjacent to MnDOT ROW in this segment. Additional investigations maybe warranted to determine the impact of the project on these resources o 21LY0039 (T110N-R41W-Sec. 2) o 234 (TH 15): Previously recorded archaeological sites intersected or adjacent to MnDOT ROW in this segment. Additional investigations maybe warranted to determine the impact of the project on these resources o 21SNaw (T122N, R29W, Sec. 13)	These resources are noted in Section 6.5 and the applicant has committed to further studies, including survey.
142	Contaminated Materials Management's review of the additional DEIS route alternatives and segments for the Project was conducted and known leak sites are identified at different locations along the routes. It is possible that undiscovered or unknown contaminated and/or regulated materials exist in the permit area. Contaminated materials encountered during any work within MnDOT ROW is required to be managed in accordance with applicable federal, state, and location regulations and/or guidance documents. It is the responsibility of the Permittee to identify the potential to encounter contaminated materials (soil/groundwater/vapor) within or adjacent to the proposed permit area. Further review will be required by MnDOT during the downstream permitting phase.	Comment noted.
142	For any route(s) chosen that have protected species impacts within trunk highway ROW, MnDOT's Protected Species Unit may require proof of consultation, review, and Project approval with applicable state and federal agencies (DNR/USFWS) prior to issuing any downstream permits.	This statement was added to Section 5.6.7.
142	MnDOT appreciates the opportunity to provide these comments and suggestions on the DEIS for this Project. To help ensure acceptance and approval, MnDOT continues to recommend early coordination for all final routes chosen that affect trunk highway ROW regarding utility, miscellaneous, or access permits. Please contact me if you have any questions regarding the information provided.	Comment noted.
143	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: I found the EIS to be disturbing. There were pages and pages of information dedicated to archaeological and historic resources and environmental justice when there is very little information regarding the actual impact to living human health and safety. Those impacted by this line deserve more information than a couple of paragraphs that basically say "there is little to no threat." This document states on page 7, "Transmission Lines have the potential to negatively impact human settlements through a variety of means." I do not feel this EIS spends enough time discussing the impacts on human health or animal health. The EIS points out that this line would go across mainly agricultural land but neglects to discuss in detail and without any scientific evidence of the impact this line would have on livestock which are prevalent across the proposed area. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
143	Many families here, especially those with young children (including my own), have concerns about the potential health effects of living near high-voltage power lines. The ongoing research on the impacts of electromagnetic fields raises legitimate concerns for those of us who would be forced into close proximity with this infrastructure without any direct benefit. Some mitigation measures in the EIS refer to existing occupational standards. The supporting studies and research are applicable to the safety of adult employees working with power lines. However; the EIS does not evaluate and reference research specific to the health, safety, and well being of the individual residents along-the proposed-lines. Understanding the effects on human health and well being is a priority as impacted families will be involuntarily subjected to continuous prolonged Electronic Magnetic Field (EMF) exposure simply because they had the misfortune of living where this line was forcefully put. For example, there are many families along these proposed lines, myself included, whose daily activities involve working on the property to provide care for their livestock and crop operations. They will be at increased risk for EMF related health problems due to their greater overall EMF exposure. Research needs to identify the EMF health dangers for these specific populations especially children, pregnant women, those with acute or chronic illnesses, and the elderly. If there is no impact to human health, why does Xcel offer an insurance policy for their employees that covers Electromagnetic Field Protection if these transmission lines do not do any damage to health? See the enclosed policy from Federated Insurance. I would also like to reference a REA bulletin 62-4 which indicates larger impacts to humans and animals than this EIS admits or indicates.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
143	The Minnesota DNR does not allow these types of projects to cross state lands. Why should private citizens? If these lines are not deemed to be safe for wildlife or the environment by the DNR, then why are private citizens asked to bear the impacts.	Comment noted. The applicant voluntarily chose not to route its alternatives within DNR lands. The EIS discusses potential impacts and mitigation measures associated with the natural environment, including wildlife and associated habitat. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north.
143	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public. Instead of harnessing the power of solar and wind energy, they are planning on building two natural gas plants at the beginning of this line. Additionally, there are at least 2 options listed in the EIS (generation rather than transmission and renewable energy closer to the Twin Cities) that appear to have had less impacts than this option. Why are these options not being further explored and investigated? There is no factual data that supports this proposed plan. The existing coal plant has provided a reliable source of energy. I have read the public was told, at a meeting in Olivia on November 6, that the plant has often not been at full capacity. This plant should be used, maximized and possibly even expanded, rather than disrupt hundreds of miles of private farmland and nature/hunting ground. There is clearly pressure from wind and solar organizations that, together with Xcel Energy, seek to profit from this project. With the new incoming administration, I strongly believe that federal support and funding for wind and solar projects will be eliminated. This will cause those projects to evaporate. This will cause another problem of funding for this unnecessary project. There are more efficient and better methods for getting energy to the Twin Cities without this project. This is a basic land grab of Minnesota farm land that, in many cases, has been in a family for generations. Why does Xcel Energy have the right to take land from our families with no immediate benefit to those suffering the consequences?	Comment noted.
143	This proposal is both unwanted by residents and unwarranted given the lack of direct benefits we would receive and the extensive negative impacts it would bring. My wife's family farm lies directly along two of these proposed routes. I fail to see any benefit of this proposal to our family or community. There is a lack of direct benefits from this proposed line to our community. Our neighborhood does not receive electricity from this power line, yet we are expected to bear its detrimental impacts. Placing this power line through our area is both unnecessary and unfair to residents who gain no benefit but face numerous downsides. These negative impacts include the detrimental impacts to property values. Numerous studies have shown that high-voltage power lines can reduce property values due to their visual impact and potential health concerns. Our community has worked hard to establish an attractive, peaceful neighborhood, and the presence of a large power line would directly undermine this effort, potentially causing long-term financial harm to residents. The lines would run adjacent to our town of Eden Valley, limiting any future growth and expansion of the city in terms of not only building and construction, but would also potentially jeopardize the socioeconomic growth of the community due to concerns over health impacts of these power lines as well as property value loss and loss of aesthetics.	Comment noted. Potential impacts and mitigation measures concerning property values, land use, and aesthetics are discussed in Section 5.2.
143	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. There should also be more time, research, and consideration given to the alternative options.	Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
143	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. This proposed transmission line makes no sense. Xcel proposes to build (at a cost of 1.14 billion dollars) and then maintain- a power line that will transmit 1200MW of wind power 175 miles through 10 different counties from Lyon County to Sherco. Then, Xcel plans to construct 2 - 420MW Natural Gas fired plants in Lyon County (Docket # CN - 23-212). The tremendous cost of building and continually maintaining this transmission line does not make sense. The cost of the construction is just the tip of the iceberg as payments would need to be made to landowners in addition to all of the other expenses that will arise if this line is attempted. The existing Sherco plant could be converted to natural gas instead of constructing these lines that will cause harm as they plow their way across Minnesota. The Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles, while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy meets. Fact: Per the Minnesota Public Utilities Commission order on August 10, 2023, line loss on this Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmissing amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
143	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. None of these routes are a good solution to the future energy needs for Minnesotans. All of the above mentioned concerns would still be concerns for some family or town along these routes. There is cause to be concerned for the humans and the environmental in all routes. These routes will disrupt and degrade the quality of life for those impacted. This project should be stopped.	Comment noted.
143	Comment includes a page from "Is living near power lines bad for our health" bc center for disease control (BC Medical Journal. 2008 Vol 50:9) Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
144	LIUNA reiterates our strong support for the timely approval and construction of MEC, which is essential to relieve existing transmission congestion and support development of renewable energy in resource-rich Southwest Minnesota to the common benefit of Xcel ratepayers and local communities. While developers and utilities have managed to find workarounds, including shared interconnections with peaker plants, transmission remains a major constraint, and Xcel's Gen-Tie lines offer a way forward as we wait for significant new transmission investment. The record shows that MEC will provide unique opportunities by leveraging existing interconnection rights to leverage integrated generation, storage and transmission under common regulated ownership, supporting maximum utilization of both the line and the interconnection. While the Midcontinent Independent System Operator ("MISO") has approved cost recovery for a first tranche of new transmission projects in our region and is expected to advance a second tranche in the near future, none of these projects has the same potential for beneficial reuse of interconnection rights or integration of generation resources. Further, at a time when demand is growing and resources are increasingly scarce, we need all of the transmission we can get.	Thank you for your comment and participating in the permitting process.
144	We appreciate the thorough work of EERA in producing a DEIS that meets all statutory requirements and provides a comprehensive picture of impacts and alternatives. In our view, the information contained in the DEIS and elsewhere in the record strongly support the need for the project. The Commission has already determined in Xcel's current Integrated Resource Plan ("IRP") that such a project is needed to preserve and maximize the value of existing transmission interconnection at the Sherco site interconnection. As the DEIS makes clear, a No-Build Alternative would result in loss of those rights and could make it impossible for Xcel to meet both growing demand for electricity and the utility's obligations under Minnesota's 100% carbon-free energy law. Similarly, construction of one or more gas plants, which were also considered as alternatives could also derail efforts to meet carbon-free obligations, while siting renewable generation exclusively adjacent to Sherco would be expensive and likely infeasible, especially the fact that modeling in the current IRP proceeding indicates wind should account for a large share of renewable generation. Finally, the DEIS considers a system alternative using higher-voltage transmission lines but the facts show that this alternative would generate similar or greater impacts without providing clear environmental or socioeconomic benefits.	Comment noted.

Comment ID	Comment	Response
144	The DEIS comprehensively reviews potential environmental human impacts of the proposed project across multiple routes, and the data shows that these impacts are overwhelmingly minimal and subject to mitigation through the use of proper routing, engineering, construction, and operations practices. Xcel and other Minnesota transmission owners have clearly demonstrated their ability and commitment to safely build and operate transmission lines whose negative impacts are minimal. Further, Xcel's commitment to use of local, skilled union labor helps to ensure that the project will be built, safely and well in compliance with relevant requirements and best practices, including environmental best management practices that LIUNA members and other union workforce have been trained to uphold. Of particular importance to our organization, MEC will directly create hundreds of construction jobs and indirectly create thousands of additional jobs building wind and solar generation – a benefit that is clearly identified in the DEIS. The Commission can ensure the quality of these jobs by ensuring that state laws requiring payment of prevailing wages are enforced. The Commission can also maximize the benefits to local communities by requiring use of Labor Statistics Reporting and encouraging both Xcel and clean energy developers responsible for the construction of new generation along the line to use local workforce to the greatest extent possible.	Comment noted.
144	In summary, we encourage the Commission to approve a Certificate of Need, Route Permit and Final Environmental Impact Statement for the project and express our thanks for their thoughtful consideration.	Comment noted.
145	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: I found the EIS to be disturbing. There were pages and pages of information dedicated to archaeological and historic resources and environmental justice when there is very little information regarding the actual impact to living human health and safety. Those impacted by this line deserve more information than a couple of paragraphs that basically say "there is little to no threat." This document states on page 7, "Transmission Lines have the potential to negatively impact human settlements through a variety of means "do not feel this EIS spends enough time discussing the impacts on human health or animal health. The EIS points out that this line would go across mainly agricultural land but neglects to discuss in detail and without any scientific evidence of the impact this line would have on livestock which are prevalent across the proposed area. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. It appears that perhaps you were only reading the executive summary. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
145	Many families here, especially those with young children (including my own), have concerns about the potential health effects of living near high-voltage power lines. The ongoing research on the impacts of electromagnetic fields raises legitimate concerns for those of us who would be forced into close proximity with this infrastructure without any direct benefit. Some mitigation measures in the EIS refer to existing occupational standards. The supporting studies and research are applicable to the safety of adult employees working with power lines. However; the EIS does not evaluate and reference research specific to the health, safety, and well being of the individual residents along-the proposed-lines. Understanding the effects on human health and well being is a priority as impacted families will be involuntarily subjected to continuous prolonged Electronic Magnetic Field (EMF) exposure simply because they had the misfortune of living where this line was forcefully put. For example, there are many families along these proposed lines, myself included, whose daily activities involve working on the property to provide care for their livestock and crop operations. They will be at increased risk for EMF related health problems due to their greater overall EMF exposure. Research needs to identify the EMF health dangers for these specific populations especially children, pregnant women, those with acute or chronic illnesses, and the elderly. If there is no impact to human health, why does Xcel offer an insurance policy for their employees that covers Electromagnetic Field Protection if these transmission lines do not do any damage to health? See the enclosed policy from Federated Insurance. I would also like to reference a REA bulletin 62-4 which indicates larger impacts to humans and animals than this EIS admits or indicates.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. The EIS has been updated to acknowledge both those living and working near the line.
145	The Minnesota DNR does not allow these types of projects to cross state lands. Why should private citizens? If these lines are not deemed to be safe for wildlife or the environment by the DNR, then why are private citizens asked to bear the impacts.	Comment noted. The applicant voluntarily chose not to route its alternatives within DNR lands. The EIS discusses potential impacts and mitigation measures associated with the natural environment, including wildlife and associated habitat. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north.

Comment ID	Comment	Response
145	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public. Instead of harnessing the power of solar and wind energy, they are planning on building two natural gas plants at the beginning of this line. Additionally, there are at least 2 options listed in the EIS (generation rather than transmission and renewable energy closer to the Twin Cities) that appear to have had less impacts than this option. Why are these options not being further explored and investigated? There is no factual data that supports this proposed plan. The existing coal plant has provided a reliable source of energy. I have read the public was told, at a meeting in Olivia on November 6, that the plant has often not been at full capacity. This plant should be used, maximized and possibly even expanded, rather than disrupt hundreds of miles of private farmland and nature/hunting ground. There is clearly pressure from wind and solar organizations that, together with Xcel Energy, seek to profit from this project. With the new incoming administration, I strongly believe that federal support and funding for wind and solar projects will be eliminated. This will cause those projects to evaporate. This will cause another problem of funding for this unnecessary project. There are more efficient and better methods for getting energy to the Twin Cities without this project. This is a basic land grab of Minnesota farm land that, in many cases, has been in a family for generations. Why does Xcel Energy have the right to take land from our families with no immediate benefit to those suffering the consequences?	Comment noted.
145	This proposal is both unwanted by residents and unwarranted given the lack of direct benefits we would receive and the extensive negative impacts it would bring. My wife's family farm lies directly along two of these proposed routes. I fail to see any benefit of this proposal to our family or community. There is a lack of direct benefits from this proposed line to our community. Our neighborhood does not receive electricity from this power line, yet we are expected to bear its detrimental impacts. Placing this power line through our area is both unnecessary and unfair to residents who gain no benefit but face numerous downsides. These negative impacts include the detrimental impacts to property values. Numerous studies have shown that high-voltage power lines can reduce property values due to their visual impact and potential health concerns. Our community has worked hard to establish an attractive, peaceful neighborhood, and the presence of a large power line would directly undermine this effort, potentially causing long-term financial harm to residents. The lines would run adjacent to our town of Eden Valley, limiting any future growth and expansion of the city in terms of not only building and construction, but would also potentially jeopardize the socioeconomic growth of the community due to concerns over health impacts of these power lines as well as property value loss and loss of aesthetics.	Comment noted. Potential impacts and mitigation measures concerning property values, land use, and aesthetics are discussed in Section 5.2.
145	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. There should also be more time, research, and consideration given to the alternative options.	Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
145	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. This proposed transmission line makes no sense. Xcel proposes to build (at a cost of 1.14 billion dollars) and then maintain- a power line that will transmit 1200MW of wind power 175 miles through 10 different counties from Lyon County to Sherco. Then, Xcel plans to construct 2 - 420MW Natural Gas fired plants in Lyon County (Docket # CN -23-212). The tremendous cost of building and continually maintaining this transmission line does not make sense. The cost of the construction is just the tip of the iceberg as payments would need to be made to landowners in addition to all of the other expenses that will arise if this line is attempted. The existing Sherco plant could be converted to natural gas instead of constructing these lines that will cause harm as they plow their way across Minnesota. The Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles, while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy neets. Fact: Per the Minnesota Public Utilities Commission order on August 10, 2023, line loss on this Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmissing amount. With a line loss of 11.33 to 12.75 percent, ther is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
145	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. None of these routes are a good solution to the future energy needs for Minnesotans. All of the above mentioned concerns would still be concerns for some family or town along these routes. There is cause to be concerned for the humans and the environmental in all routes. These routes will disrupt and degrade the quality of life for those impacted. This project should be stopped.	Comment noted.

Comment ID	Comment	Response
145	Comment includes a page from "Is living near power lines bad for our health" bc center for disease control (BC Medical Journal. 2008 Vol 50:9) Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
146	I am a resident at 3018 165th Street, Clearwater, MN 55320. While I have not lived here my entire life, I do love the ability to farm this land with my partner, Byron Gehrke and his family. While learning about the possibility of bringing an alternate route for Xcel Energy's Transmission Line through where I live, I felt compelled to reach out. The way of life that is lived here is one that should not be destroyed. The amount of land that I help farm will be significantly impacted due to these powerlines directly being placed on the land. Not to mention the possibility of our home taken away due to it being in the right of way easement. I have seen Byron Gehrke work hard to keep farming so his son and family will one day have the same life he has now. His son works hard, having a full-time job along with farming. His dedication and desire to continue the family business is unwavering. Is it really necessary to take away several of our neighbors, including our, family businesses by making it that much harder to financially make it when there are clearly other options that can be used? While it may seem that it's just "farmland" and "poles" won't affect it much, there's more than meets the eye. It's about having to redrill water wells, shorten irrigators, which in turn, decreases the crop size. Farming is not an easy way to make a living; however, I'm thankful for the farmers that provide us with corn, which is used for ethenyl and animal feed, and soybean, used for oil, soy meal and biodiesel. These people truly love the land. They are good stewards of it. Why make them suffer when other options can be used. I truly appreciate you for considering my comments and look forward to your review and decision regarding this sensitive matter.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4.
147	I am the owner of the property at 3018 165th Street, Clearwater, MN 55320. This property, along with property at 3095 165th Street, Clearwater, MN 55320, which my son and his wife, Bryce and Kendra Gehrke, own the house and I own the land around it. (together includes almost 200 acres) is on the proposed connector route. I am asking that the permit be denied. For undeniable reasons, we are completely opposed to this utility route. Not only has the land surrounding my son's home, my brother's home and my home have been in our family for over 4 generations. We have been farmers for the entire time. I am a farmer. My son is a farmer. He will be the one taking over the business when I retire. I have worked hard to build this farm for cropland, which includes irrigators on almost 500 acres of land so we have a good crop. The proposed route will interfere with not only my irrigators, but the wells that supply the water for the irrigation. We do not have good ground in this area. We have to work and provide much needed water in order to get good corn and soybean crops. This IS our living. If these transmission lines are permitted to come across our land, we will lose valuable tillable land. We will end up with less irrigated areas, which in turn will decrease the value of the land and the amount of crop we can sell. The diagram below shows how the dry land will increase when we have to shorten our irrigators to provide room for the transmission lines/poles. All the white area is dry land. When these transmission lines are placed, we will have a lot more white area (dry land), which does not do well, especially in drought conditions. With the proposed route, my land on 165th Street and 33rd Avenue will have a significant amount of impact, including the possibility of losing my home because it is in the right of way. This home was my grandparents. This is where my son will live when I retire. This is where he will raise his family. It's hard enough being a small farmer and I'm proud that my son wants to continue the tradition and raise his family doing what the generations have done before him. This will significantly impact our financial ability to continue farming. While Xcel may pay us for the land, at a deflated amount, it's only a one-time payment. We farm every year, not just the year they do their construction of the power lines.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4. Additionally, Section 12.4.1and Map 11 has been updated to reflect the additional irrigation systems included in your letter. Landowner agreements are outside the scope of this EIS; however, information was added to the EIS discussing landowner concerns with a one-time payment for a perpetual easement agreement (see Section 3.3.2.1).
147	To conclude, my family and I strongly urge the Minnesota Public Utilities Commission to reconsider the proposed alternate route along 33rd Avenue and 165th Street due to the livelihood of the farmers and environmental impact on our family's property and way of life. We recommend exploring other options that follow current highway corridors (which also includes my other owned property, but not one that impacts my family's household) to ensure a more responsible implementation of this critical infrastructure. I've attached some pictures of my family farming. Thank you for considering these comments. We look forward to your review and decision on this sensitive matter for all parties involved.	Comment noted.

Comment ID	Comment	Response
148	While the MN Energy Connection Draft EIS includes numbers/miles of wetlands and waterways traversed by the MN Energy Connection Blue1and Purple Routes options, the Clearwater Township Board ask that it include attention to the unique features of the Fish Creek Basin/ Backwaters of the Mississippi River, the Clearwater River crossing, and the Clearwater Township City/ Township Orderly Annexation area, all located in the G section of the Purple Route. Fish Creek Basin/ Backwaters of the Mississippi. Specific information which distinguishes it from other wetlands should be included about the environmentally sensitive Fish Creek Basin / Backwaters of the Mississippi. The Purple route would follow the CapX HTVL route, which locates three of its towers in the water, directly in the middle of this wetland area. CapX plans to add a second circuit to the existing line. (AlexandriatoBigOaks.com) Alarmingly, if the MN Energy Connection line is added, cumulative pressures in that area would triple. This goes against Xcel's own CapX 2020 Environmental Report which stated that mitigation to groundwater and wetlands is accomplished by spanning and avoiding placing poles in wetlands. (Environmental Report: CapX 2020 Group 1 Transmission Project. 2008 P. 36) It has also been brought to the Township Board's attention where MN Energy Connection poles intersect Capx lines in the Fish Creek Basin area, they would need to be 250 ft in the air and lit up for aviation safety. This would create significant light pollution for a wide swath of township residents, create a nasty "eyesore" for the Great River Scenic Byway, and a potential bullseye for terrorist attacks. Township residents, Ron Schabel and Karen Durant are submitting more detailed information about the Fish Creek Basin. Please include consideration of their comments in the final EIS.	Thank you for your comment. Section 12.1 acknowledges the city of Clearwater is near the proposed routes, but it is not within the route width. Fish Creek is identified on Map 14-10. Reference to Fish Creek's presence in Region G has been added to Section 5.6.9 and Section 12.6.9. Section 5.6.9 also discusses prior human influences. Finally, the applicant confirmed no structures would require lighting as a result of aviation safety. This information has been added to Section 5.2.10.4.
148	Clearwater River crossing. Section G of the purple route crosses the Clearwater River, part of the Clearwater Watershed District, at a section that is one of the 103 impaired MN waterways. It would cut a swath through a wide section of undisturbed riverbank located approximately 2.5 miles from where the river joins the Mississippi. The Blue route avoids impacts to the Clearwater River crossing which we believe makes it a more desirable route.	Comment noted.
148	Clearwater Township/Clearwater City Orderly annexation area. The purple route is within a half mile of the area outlined for annexation by agreement with the City of Clearwater. In addition, Clearwater City's Cedar South housing development is located a short distance away. As outlined in Clearwater City's Feb. 2024 comments to the PUC, locating a HVTL within the viewshed of this development would thwart efforts to provide desirable housing and environment for Clearwater City's planned future growth.	Comment noted.
148	Clearwater Township prefers the Blue Route for these and other reasons stated in previous submitted comments from our board, Clearwater City, Wright County Soil and Water, Wright County Board of Commissioners, Clearwater River Watershed District and township residents.	Comment noted.
149	I am writing in concern of the proposed Xcel Energy Preferred Modified Blue Route through Amiret Township Section 29 on the edge of my parent's land (Dan & Mary Snobl) and the proposed Blue Line along the property line of my parent's land that includes the affected forestry area of the Cottonwood River ridge and basin along with their farmland. This is some of the most beautiful land in our region which we share with family and friends for the joy of walking, foraging, hunting, fishing, and the health benefits of being outdoors; along with sharing with our community through allowing trails and targets of the Saratoga Archery Club on our properties. Our family and friends have cared for and respected this unique land, river, and wildlife since 1973. Part of this proposed Modified Blue Route Preferred Line, as well as the Proposed Blue Line area, also both affect viable farmland that continues in production.	Thank you for your comment and participating in the permitting process. Saratoga Archery Club is now discussed in Section 6.2.8.
149	My home and acreage is located just east of this proposed Modified Blue Route Preferred Line and west of the Initial Proposed Blue Line, with my acreage within my parent's land. I have an almost 2 acre man made pond with several waterways connected with it, along with a berm system that had to be installed due to immense erosion issues due to the elevation and grade of the land in relation to the Cottonwood River. The proposed line area on my parent's land is a vast area of valleys and also part of a very steep river ridge that is already showing significant signs of erosion. Our conjoined land is home to a massive variety of animals, birds, frogs, turtles, along with trees, and wild naturally growing fruit trees and foliage. Bald eagles, deer, turkeys, rabbits, and squirrels are seen daily with signs and sightings of numerous others throughout the year. Both of these proposed lines, the Preferred Modified Blue Route or the Blue Line through this proposed area, would significantly affect this wooded area and the Cottonwood River through further erosion and affecting the habitat and beauty of this region.	Comment noted.
149	The pink option of the Preferred Line just west of my home is shown to go right over the top of the Saratoga Archery Club Building. This proposed pink line option also places this line very close to my neighbors to the north, Andrew & Breanna Thompson, who have 4 small children and would be placing their health at risk for childhood leukemia.	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.

Comment ID	Comment	Response
149	The H.R. 6716 Native American Burial Sites and Cultural Protection Act introduced in February 2022, makes reference to Village Sites where a Native American Village has been present. My parents have owned this property along the Cottonwood River ridge, basin, and surrounding area since 1973 and have owned my portion since 2001. We have found signs that indicate American Indians lived on this land and we continue to treat this culturally sensitive area with the utmost respect and reverence. My mother, Mary Snobl, is an enrolled Tribal Member of the White Earth Nation. We were taught how to respect Mother Earth and the gifts she provides. I was part of the visit with the Upper Sioux Tribal Historical Preservation Officer that took place on my land and that of my parents. We have not had archeological digs done on our properties, so we cannot prove our beliefs to be factual. Knowing the history of the land and learning more through this visit, shared that it is very understandable that our Native people would have buried loved ones on the riverbank areas.	Mitigation measures for archaeological and historic resources are discussed in Section 5.5.3. The applicant committed to continued coordination with SHPO and Tribal Nations to design an appropriate survey strategy for the project should a permit be issued.
149	I am also concerned about the health impacts of the stray voltage, noise, and EMF exposure that can occur from these type of high energy transmission lines and in reviewing current information see that more research is needed. With none of the usual risk factors for tongue cancer with metastasis to lymph nodes, I was diagnosed in May of 2022. After having a third of my tongue removed and 21 neck lymph nodes through a radical neck dissection, I have undergone extensive medical treatment to address this and a multitude of side effects that I continue to battle forward through at this time and will continue to for the rest of my life. Being a healthy and health conscious person prior to this unexpected diagnosis, I have had to dive deeper to learn more and work to continue to limit and/or eradicate exposure to toxins and EMF exposure through my food and fluid intake, environment, cooking, and communication options and I strive to spend as much time outdoors here as possible. I recently returned home from spending almost a month at the Mayo Clinic in Rochester addressing significant Central Nervous System dysfunction with auditory/olfactory/visual hypersensitivity issues. I am concerned how it would not only affect myself or the other people that could live within proximity of these lines, but also for how the stray voltage and EMF exposure could affect the wildlife and use of my pond and waterways. This Preferred Modified Blue Route would place these lines even closer to me and my home than the proposed Blue Line, causing increased further concern with closer exposure. With my health issues I have not been able to research other viable alternative energy options to offer as alternatives. I have seen information that a natural gas power plant or possible nuclear energy plants could be viable options. I am concerned about the life of these proposed wind towers and their efficiency especially in extreme cold temperatures that we often experience several months of the year and also what happens with them when they are no longer viable to use. In speaking with Tony, the project's Head Engineer, when asked he shared that the wind tower blades only last approximately 10 years and they have no current way to be used so need to be buried in landfills. He also shared that the rest of the tower has a lifespan of about 20 years. I question the sustainability and long term consequences of the wind towers in the bigger picture as we step forward to provide electrical power. I am saddened that more information is not shared with people to learn more about what our electricity alternatives could be and how we can personally be responsible for addressing our individual energy needs.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
149	I ask that you please delete the Preferred Modified Blue Route and the Blue Line from consideration and that other energy alternatives be explored, thank you.	Comment noted.
150	The Center for Rural Affairs is a private non-profit organization that advocates for policies that strengthen rural communities in order to create a more vibrant future. We connect rural citizens with opportunities to engage in the decisions that affect their lives, including the impact of energy development on their communities. A robust transmission system is important to rural communities across America. Strong transmission infrastructure increases grid resiliency, reduces power interruptions and maintains steady power supply, and lowers the cost that consumers pay by shortening the movement of electricity. The Minnesota Energy Connection project is critical to the state's carbon-free energy goals. The project would make use of the existing grid connection at Sherco to improve access to the broader transmission system, increasing reliability for consumers. This improved transmission connection would also enable the interconnection of new renewables in wind-rich southwest Minnesota, bringing additional low-cost renewable generating resources onto the electric grid. The new energy investments at the Sherco plant site offer additional benefits to rural communities, including new long- and short-term jobs, increased tax revenue, and direct payments to landowners. Additionally, the environmental impact of replacing aging coal-fired electricity with new, low-cost renewable energy is significant. While this line will provide much needed capacity, the need for robust investments in the state's transmission grid will remain critical. We urge the approval of this project, and encourage further prioritization of expanding transmission development and capacity in Minnesota.	Thank you for your comment and participating in the permitting process.
151	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
151	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
151	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
151	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
151	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
151	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
151	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
152	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
152	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
152	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
152	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
152	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
152	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: Please see attached letter.	Comment noted. No letter attached; the "attached letter" is likely listed as Comment ID 146.
152	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
153	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
153	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
153	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
153	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
153	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
154	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
154	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
154	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.

Comment ID	Comment	Response
154	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
154	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
154	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
154	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
155	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. A certificate of need should not be granted. Although more costly to Exel, there are alternative option to getting energy to the Twin Cities. Such as repurposing the Becker power plant. Running powerlines along properties is similar to running railroad tracks - no one wants to live by them - impacting property values and the use and enjoyment of property.	Thank you for your comment and participating in the permitting process.
155	Question: Should the Commission grant a route permit for the proposed MNEC Project? Response: No	Comment noted.
155	Xcel has no plans to compensate homeowners who do not directly have the line run through their property. Our land is affected by the line indirectly but impacted none the less. These above concerns are top of mind along with the potential health risk, nature, etc.	Comment noted. Information has been added to the EIS indicating that only landowners crossed by the final ROW are compensated in Section 3.3.2.
156	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
156	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
156	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
156	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
156	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
156	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: Adversely impact the property values whether it's located on/thru property. Impacts values even if near by.	Comment noted.
156	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
157	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
157	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
157	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
157	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
157	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
157	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: I am strongly against this power line for all reasons above. Along with that it will impact our way of life due to the sight line out our house and the damage to our property it will create with installation. The research of health problems created is a huge concern.	Comment noted.
157	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
158	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
158	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
158	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
158	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
158	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
158	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: This power line will create an eyesore on the property and decrease property value. It is also a health hazard for our kids and us creating major issues with us allowing this power line to go in. I strongly am against this power line.	Comment noted.
158	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
159	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
159	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
159	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
159	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
159	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
159	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
159	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
160	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
160	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
160	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
160	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
160	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
160	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: Please see attached letter.	Comment noted. No letter attached; the "attached letter" is likely listed as Comment ID 147.
160	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
161	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
161	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
161	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
161	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
161	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
161	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
161	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
162	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
162	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
162	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
162	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
162	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
162	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
162	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
163	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
163	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
163	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS - (Section 5.2.7.3.2 - draft response text included)
163	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
163	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
163	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
163	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
164	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
164	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
164	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
164	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
164	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
164	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
164	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
165	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
165	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
165	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
165	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
165	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
165	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
165	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
166	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
166	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
166	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
166	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
166	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
166	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
166	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
167	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
167	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
167	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
167	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
167	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
167	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
167	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
168	We are writing to express our strong opposition to the proposed blue transmission line project near our home. As someone deeply invested in the well-being of our community and the preservation of Minnesota’s natural beauty, we have several concerns about this project and its impact. Public disapproval of this project is clear and overwhelming. The local citizens, constituents, and property owners strongly oppose the construction of the transmission line. Public comments consistently highlight concerns about property devaluation, environmental harm, and health risks. The only voices in favor of the project come from Xcel Energy itself and a few organizations with vested interests. The opposition from those directly affected by the transmission line should weigh heavily in the Commission’s decision-making process, as it reflects the will of the people who will bear the consequences of this development.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
168	Every day, we drive through an area already dominated by solar farms, power plants, electrical substations, and transmission lines. These industrial structures overwhelm the landscape. When we return home, we seek peace and refuge in the natural beauty of the river, which is protected by the Scenic River Act. This act exists to preserve wild ecosystems, scenic views, natural sounds, and recreational river land use. The proposed blue transmission line will dominate the entire river front as it would follow the shoreline for several hundred feet, then cross the river diagonally in front of our home. This would irrevocably alter the view of the river, the island, and the surrounding fields. No amount of monetary compensation could replace what would be lost. Our river front property value will take a significant loss in value due to this project, more extreme than any single landowner should be expected to bear.	The project's proximity to watercourses was added as a potential aesthetic impact in Section 5.2.1.2. The potential impacts from placing route segments parallel to watercourses (vegetation removal, streambank erosion, and/or sedimentation) was added to Section 5.6.9.2. Watercourse mitigation measures are discussed in Section 5.6.9.3. The EIS notes that the Mississippi River is a state-designated outstanding resource value water and a state-designated wild, scenic, and recreational river in Section 12.6.9. Section 12.6.9 was updated to state that the Mississippi River would be paralleled for 0.8 mile and crossed by Route Segment G1 (Blue Route) north of an island. Section 12.2.1 was also updated to reflect this same information.
168	Additionally, Xcel Energy has not been fully transparent about the true scope of this project. The company has applied for permits to build two natural gas plants at the beginning of this transmission line, directly tying these plants to the project. However, this critical detail was not disclosed during the public informational meetings in January 2024. Xcel's claim that these gas plants are "separate projects" is misleading—they are clearly connected and reveal a plan to increase reliance on fossil fuels rather than renewable energy. If these gas plants are necessary, they should be built at the Sherco plant, where the infrastructure already exists to accommodate such facilities. If the Commission decides to grant a route permit despite strong opposition, the Modified Blue Route 245 or 246 will have less deforestation and easier access to equipment to best align with the established route selection criteria. These alternative balances logistical considerations with minimizing disruption to local communities and sensitive environmental areas. Additionally, Xcel Energy has identified it as their preferred route, indicating its feasibility and compatibility with the project's objectives. Truthfulness and transparency should be priorities in any project that claims to benefit Minnesotans. Unfortunately, this project fails to meet those standards.	During the hearings, the applicant indicated there are two proposed natural gas plants that would interconnect into this transmission line, one of which would be in Lyon County if approved. The transcripts for the hearings are attached behind this table. The permitting process for the plants is separate from this proceeding. Impacts related to the natural gas plants are provided in the cumulative impacts analysis.
168	Specific Reasons for Opposition: 1. Environmental Impact: The construction and maintenance of high-power transmission lines threaten local ecosystems, harm wildlife, and permanently alter the landscape. This directly undermines the Scenic River Act's intent to protect the area's natural beauty. 2. Health Concerns: The potential risks of electromagnetic fields (EMF) from high-voltage lines to nearby residents remain a valid concern, even as research on the issue is ongoing. 3. Aesthetic and Property Value Impact: The proposed transmission lines will dominate the view of the river, devalue surrounding properties, and discourage future investment in the area. 4. Cultural and Historical Preservation: Transmission lines could disrupt areas of cultural, historical, or archaeological significance, further diminishing the area's value. 5. Cost vs. Benefit: This project represents a significant financial burden on ratepayers while seemingly prioritizing fossil fuel expansion over renewable energy solutions. 6. Alternative Solutions: Localized renewable energy generation and energy storage could provide the benefits Xcel claims without the environmental and social costs of this project. 7. Impact on Agricultural Land: If this line crosses farmland, it could negatively affect agricultural operations, limiting productivity and disrupting livelihoods. This project compromises Minnesota's commitment to environmental stewardship, public health, and transparent governance. I respectfully request that you consider these issues carefully and oppose the construction of the blue transmission line in its current form.	Comment noted.
169	We as landowners, taxpayers, and affected residents of the proposed MN Energy Connection blue route have significant concerns regarding the property value of the homes surrounded by the river crossing of the proposed blue line. Recent statistics show that high-voltage power lines decrease property value from 10-40% depending on distance and other variables. Power lines block views and are visually unappealing, especially for those of us who choose to live in this area for its natural setting. Many studies with conflicting reports have been conducted on the electromagnetic fields generated by power lines and their health hazards to humans.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.

Comment ID	Comment	Response
169	The suggested path along the river crossing is counterintuitive when there are easily viable alternatives. Following along the riverfront to take up maximal shoreline for several hundred feet not only has severe economic impact on the surrounding homeowners, but also ecological impact. Shore erosion is a significant concern as we have lost several feet of shore over the past 2 decades. Alteration and maintenance of the vegetation near the shoreline also disrupts the local river ecosystem. Placing the river crossing right at one of the islands is also counterintuitive as the islands serve as a sanctuary for river wildlife. This is where we daily view deer, turkey, geese, turtles, beaver, various birds and other fauna resting or seeking refuge. Care should be taken to maximally avoid the river and its shoreline as the MN Dept of Natural Resources specifically designated this portion of the river as "scenic" from St. Cloud to Clearwater as part of Minnesota's Wild and Scenic River Program.	Crossing the Mississippi River is necessary to reach Sherburne County from Stearns County, and is therefore a necessary component of the project. Potential impacts of placing route segments parallel to watercourses (for example, vegetation removal, streambank erosion, and/or sedimentation) was added to Section 5.6.9.2. Watercourse mitigation measures are discussed in Section 5.6.9.3. Section 12.6.9 was updated to state that the Mississippi River would be paralleled for 0.8 mile and crossed by Route Segment G1 (Blue Route) north of an island. The use of this island by birds and wildlife has been added to Section 12.6.12.
169	We bought our property in 2006 for its peaceful setting and beautiful view of the Mississippi river. If the blue line were placed as initially drawn, our entire riverfront view would be traversed by the power line. The power line would dominate the entire riverfront as it would follow the shoreline for several hundred feet, cross the river in front of our home, not in a straight line, but diagonally taking up maximal shoreline. There are only 4 homes within this ½ mile stretch of the river where Xcel proposes to cross, otherwise farmland. This would negatively affect the waterfront view of the few homes in this area and destroy their property value beyond what is reasonable. These homes were purchased for their riverfront and their property value is based on their waterfront view. There should be consideration taken to minimize the impact on homeowners. It is one thing or maybe compensable for a High-voltage line to cross someone's property or farmland, its completely another to take over someone's waterfront / riverfront. How would we ever sell the property when the powerline has decimated its view and therefore value? The proposed blue route would cause undue burden of decreased property value, especially high to those along the riverfront. This loss in property value is too extreme of a financial impact on any single given landowner where riverfront property is affected.	Section 5.2.7.1 now addresses the potential for aesthetic impacts to property values to weigh more heavily on property value where riverfront viewsheds are present.
169	If the Blue route is unfortunately approved, we strongly encourage you to consider modifications 245 or 246 which have less environmental impact and less effect on riverfront property value. • Modification 245 involves the line following Co Rd 8 and would cross the river 0.3 miles upstream at Island View County Park. This is a Sherburne County Regional Park and would have zero effect on riverfront home property values and it is adjacent to farmland. • Modification 246 involves the line following Co Rd 8 and would cross the river 1.8 miles the North where there is already a river power line crossing. There are no riverfront homes in this immediate area as farmland borders the river. Utilizing the pre-existing river power line crossing line would lead to less deforestation and less environmental impact.	Comment noted.
169	We strongly feel that the Commission should NOT grant a Certificate of Need to the proposed MNEC Project. We feel the project has too high of an impact on the Mississippi River and on the property values of those that live in the surrounding area of the proposed crossing.	Comment noted.
170	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
170	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
170	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
170	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
170	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
170	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
170	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
171	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
171	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
171	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
171	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
171	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
171	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
171	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
172	No: the Commission should not grant any route permit. No: the Commission should not grant a certificate of need. If this alternate route goes threw it would run on Wade W. Dramann 100 Centruy family farm. What would the look like after 100 years of farming.	Thank you for your comment and participating in the permitting process.
173	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact, which should be deleted.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
173	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
173	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
173	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
173	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
174	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
174	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
174	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
174	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
174	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
174	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
174	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
175	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
175	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
175	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
175	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
175	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
175	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
175	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
176	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
176	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
176	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
176	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
176	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
176	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
176	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
177	Preferred Routes and Recommendations on Routes Region A The DNR prefers Route Option B (Blue Route) with Route Segment 202 to reduce impacts to the Cottonwood River and rare resources. Region B The DNR prefers Route Option B (Blue Route) with Route Segments 211 and 214 to reduce impacts to the Cottonwood River, Wabasha Creek, conservation land, and rare resources. Region C The DNR prefers Route Option B (Blue Route) with Route Segment 223 following an existing line and potentially minimizing impacts to rare resources. It is also preferred to follow Route Options C/D to Route Option A (Purple Route) in Section 15, Township 120, Range 32 in Meeker County. This would reduce impacts to conservation land and Horseshoe Lake, potentially reducing bird impacts. Region D The DNR prefers Route Option A (Purple Route) Region E The DNR prefers Route Option A (Purple Route) to avoid Clear Lake potentially reducing bird impacts. Alice Hamm WMA The DNR requests that alignment adjustments be made to avoid right-of-way (ROW) vegetation removal within the Alice Hamm WMA. Region F The DNR prefers Route Connectors 109 or 110 to avoid crossing public waters and potentially reducing bird impacts Region G The DNR prefers Route Option B (Blue Route) and Route Segments 237, 238, 240, 249, or 250 in combination with Route Connector 114 that rejoins the Purple Route at County State-Aid Highway (CSAH) 45. This avoids rare resources and a designated trout stream. The DNR prefers the use of Route Segments 247 or 248 to avoid new ROW over the Clearwater River. As an alternative, the DNR supports the Purple Route east of School Section Lake only in combination with Route Segment 241. This would avoid impact to Fairhaven Creek, a designated trout stream. The DNR does not support Route Connector 111 which would include vegetation clearing of Fairhaven Creek and its headwaters.	Thank you for your comment and participating in the permitting process.
177	Mississippi River Crossing The DNR strongly prefers a route that utilizes existing crossings over the Mississippi River, especially within a wild and scenic river (WSR) district. Of the route options proposed this includes the Purple Option in Wright County and Route Segment 246 along the Blue Route. We support these alternatives for the crossing of the Mississippi River to reduce the impact to the WSR district. Throughout these segments, impact to viewshed of this natural area, vegetation removal, and impacts to Minnesota Biological Survey (MBS) Sites of Biodiversity Significance are minimized. DNR generally prefers utilizing pole structures for the Mississippi River crossing that place transmission lines side by side rather than stacked because it creates fewer vertical planes for bird impacts.	Comment noted.

Comment ID	Comment	Response
177	Impact Mitigation and Permit Conditions Vegetation Removal Floodplain Vegetation clearing within a floodplain, especially tree removal, can greatly destabilize the area and make it more prone to ongoing erosion and sediment issues, and can also destabilize the riverbank further contributing to water quality issues. Once the soil within a floodplain and along the riverbank is destabilized, it can lead to pole stability issues and create long-term maintenance challenges. Winter Tree Clearing The DNR supports winter tree clearing for the project. Winter tree clearing ensures that nesting birds and roosting bats are not directly impacted by construction. Our agency recommends that the final EIS include a commitment from Xcel for winter tree clearing. Additionally, the route permit should require this best management practice. Designated Trout Streams Trout streams are ecologically sensitive to any change in temperature or water quality. It is important to keep surface water cool by maintaining sufficient shade and tree canopy. We do not support creating new ROW and clearing vegetation over designated trout streams or their headwaters. Water Appropriation A DNR Water Appropriation Permit is required for dewatering activities during construction if the water pumped exceeds 10,000 gallons in a day, and/or one million gallons in one year. The DNR General Permit for Temporary Appropriation, with its lower permit application fee and reduced time for review, may be used for the dewatering if the dewatering volume is less than 50 million gallons and the time of the appropriation is less than one year. MPARS can be used to apply for a DNR Water Appropriation Permit.	Section 5.6.9.2 has been updated to include additional information on vegetation clearing within floodplains. Section 5.6.7.5 mentions the DNR's recommendation for winter tree clearing. Section 5.6.9.2 of the EIS notes the sensitivity of trout to vegetation clearing. The EIS mentions a water appropriation permit as a potential permit in Table 2-2.
177	Rare Resources: Natural Heritage Review The Natural Heritage (NH) Review letters are based on the applicant's proposed routes and are valid for one year. Please keep in mind that the final route may need to be re-evaluated and any route changes would require an updated NH Review via Minnesota Conservation Explorer (MCE) to ensure rare resources are identified and any potential impacts are mitigated. The applicant should also submit plans for temporary access roads and staging areas. Ongoing coordination regarding MCE 2023-00889 needs to be completed and addressed in the EIS if the Blue Route is chosen. Calcareous Fen As stated in the Natural Heritage Purple Route Letter (MCE 2023-00890), a calcareous fen has been documented in the vicinity of the project. The fen needs to be addressed consistently throughout the EIS. The DNR requests a special permit condition, similar to TL-23-159, that Xcel must work with DNR to determine if any impacts will occur during any phase of the Project. If the Project is anticipated to impact any calcareous fens, Xcel must develop a Calcareous Fen Management Plan in coordination with the DNR, as specified in Minn. Stat. § 103G.223. Blanding's Turtle As stated in the Natural Heritage Purple Route and Blue Route Letters (MCE 2023-00890 and MCE 2023-00889, respectively), Blanding's Turtles have been documented in the vicinity of the project and avoidance measures are required. The EIS must address all of the avoidance measures required in the letters. Coordination with the USFWS We recommend that coordination with USFWS regarding avoidance and permitting of federally protected species on the selected route be included as a permit condition.	Comment noted. Section 5.6.11.3 has been updated to elaborate on mitigation measures for calcareous fens. Section 5.6.7.5 was updated to expand on DNR's mitigation measures for Blanding's turtles. Table 2-1 includes coordination with the USFWS as a potential permit/approval required for the project.

Comment ID	Comment	Response
177	Facility Lighting The DNR recommends including a special permit condition, similar to TL-23-159, to utilize downlit and shielded lighting and minimize blue hue to reduce harm to birds, insects, and other animals. Potential project impacts related to illuminated facilities can be avoided or minimized by using shielded and downward facing lighting and lighting that minimizes blue hue. Dust Control The DNR recommends including a special permit condition, similar to TL-23-159, to avoid products containing calcium chloride or magnesium chloride, which are often used for dust control. Chloride products that are released into the environment do not break down, and instead accumulate to levels that are toxic to plants and wildlife. Wildlife-Friendly Erosion Control Due to entanglement issues with small animals, the DNR recommends including a special permit condition, similar to TL-23-159, that erosion control blankets be limited to “bio-netting” or “natural netting” types, and specifically not products containing plastic mesh netting or other plastic components. Hydro-mulch products may contain small synthetic (plastic) fibers to aid in its matrix strength. These loose fibers could potentially re-suspend and make their way into waterways. Avian Flight Diverters Our agency commits to work with Xcel to determine appropriate locations for avian flight diverters after the route is determined. Generally, the avian flight diverters will be needed at river crossings, fragmented forested patches, and near lakes and wetlands. The use of avian flight diverters will minimize the number of bird collisions with the transmission lines.	The EIS discusses facility lighting and use of wildlife-friendly erosion control per the DNR's scoping comment in Section 5.6.12.3. The EIS discusses dust control per the DNR's scoping comment in Section 5.6.1.3. Section 5.6.12.3 notes that the applicant would need to coordinate with the DNR to identify areas where flight diverters should be incorporated.
177	Comment includes the following Natural Heritage Letters: MCE 2023-00890 and MCE 2023-00889	The Natural Heritage letters are cited throughout the EIS and attached in Appendix M.
178	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
178	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
178	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
178	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
178	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
178	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
178	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
179	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
179	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
179	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
179	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
179	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
179	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
179	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
180	We are writing to express our concerns and comments regarding the proposed alternate route for the power transmission line along Dellwood Road in the Kimball, MN area. As a member of the multigenerational family that has resided on Dellwood Road since 1938, I have firsthand knowledge of the potential impacts this project could have on our community and environment. The land surrounding Dellwood Road consists of wetlands and marsh areas. Constructing a power transmission line through this terrain would be more challenging and could potentially cause environmental damage. Wetlands play a crucial role in our ecosystem by providing habitat for wildlife, filtering water, and mitigating flood risks. As stewards of the land, we have long appreciated and preserved these natural features, and we strongly believe that disrupting these areas should be avoided whenever possible.	Thank you for your comment and participating in the permitting process.
180	The proposed route would pass directly between our multi generational family's homes, negatively impacting the aesthetic value of our properties and disrupting the peaceful rural setting that has been integral to our way of life for four generations. The construction process itself could cause significant disruption to our daily lives and potentially lower our property values. We have deep emotional ties to this land, and we are concerned about the permanent alteration such a project would bring to our community.	Comment noted.
180	We strongly believe that a more sensible approach would be to follow existing highway corridors instead of cutting through rural and environmentally sensitive lands. By co-locating the power transmission line with established infrastructure, the environmental impacts can be minimized, construction challenges reduced, and overall costs potentially lowered. This strategy has been successfully implemented in other regions and should be considered for this project as well.	The EIS discusses following existing rights-of-way. Minnesota Rule 7850.4100 requires the Commission to consider use or paralleling of existing rights-of-way (ROW), survey lines, natural division lines, and agricultural field boundaries. Minnesota Statute 216E, subdivision 7(e), states that the Commission must consider routing a high voltage transmission line (HVTL) along an existing HVTL or highway ROW and to the extent these are not used it must state the reasons why.
180	In conclusion, I strongly urge the Minnesota Public Utilities Commission to reconsider the proposed alternate route along Dellwood Road due to its environmental sensitivity and impact on our family's properties and way of life. Instead, we recommend exploring options that follow established highway corridors to ensure a more responsible and efficient implementation of this critical infrastructure project.	Comment noted.
181	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
181	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
181	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
181	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
181	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
181	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
181	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
182	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
182	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
182	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
182	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
182	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
182	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
182	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
183	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
183	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
183	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
183	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
183	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
183	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: I've included a letter with the submission of documents.	Comment noted. No letter attached; the letter is likely listed as Comment ID 184.
183	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
184	We are the property owners at 5202 Dellwood Rd South Haven, MN 55382. We are on a proposed connector route. I am asking that the permit be denied. For compelling reasons, we are completely opposed to this utility route. There are other clean energy options that will be coming. this is nothing more than a band aid until the next reliable, cost-effective energy source is created. The amount of land and environment that will be ruined to implement a "clean" energy source seems very contradictory. Yes, there is a need to replace fossil fuels, but using an unpredictable source. from a distant location does not make any sense. Xcel and the PUC will be, taking land from hundreds of people, disrupting their lives, destroying property, killing animals and causing irreparable harm to the environment along this 180-mile route is not the answer.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
184	Energy producing infrastructure should be built in the areas that will utilize it. l do not understand how the cost to build this together with the cost to maintain this destructive utility line, when considered with the amount of energy lost in transmission, can be a practical energy source solution. From what l can understand, it is $4.4 million per mile? The budget for this has already doubled. This money should be put into something that is proven to be a more reliable, long-term solution. The very few public comments that I read which are in favor of the project, are from people with addresses that are nowhere close to the proposed route and their lives will not be affected. It is easy to say yes, so long as the project does not impact their property and their lives. The very few supporters will not have their personal property, environment and quality of life ruined. Along with the devastation of property and environment there are countless studies of the effects of stray voltage on humans and livestock. This energy source is a short-term, ineffective fix for a long-term issue. When a more reliable energy source is created, Xcel will have accumulated rights for vast amounts of property that will never come back to the property owners. The need for energy for the data centers/energy demand should be created in a proximity to the need not across the state. Why should so many of us rural landowners have our lives and property decimated over a decision someone made to benefit others? The transmission line is being proposed to fill a political agenda I believe, not a need. It is being done hastily to satisfy a group of people to check boxes to hurry into a clean energy era. It is not viable long-tenn solution. The concentration of people driving this is in a small area with no regard to anyone out of that area. There seems to be an alternative motive that Xcel has, that they are not telling the public. Is there so much extra power being produced in Lyon County and the surrounding area that it can be transmitted elsewhere? What about the power needs of everyone that lives in that part of the state? Wouldn't it make the most sense to keep the power produced there and not seek other sources that will irreparably damage properties 180 miles away?	Comment noted.
184	Attending the meetings, they seemed more informational than an opportunity to provide public feedback. More of a "we are letting you know what we are going to do" tone. As I read through all the public opinions, it seems like there are your average "Joes" and "Janes" out there doing their best to stop this, but they are working against lawyers and big government. One must wonder if our voices are being heard. Are you that person? My fear is that there never was anything the little guys could do to stop this. The person from Xcel told me that they will get the land and it will be clear cut to the ground. His words. I honestly took that as a scare tactic. He was trying to dissuade me from doing anything since I do not know any different? He had a very smug and uncaring tone. Reading through all the documents submitted by Xcel, average people cannot understand it. It took days for me to put this together and to give legitimate reasons to stop this.	Comment noted.
184	l organized the group of petitions and affidavits on the connection routes and spent many hours visiting, to the best of my knowledge, every house and landowner along the route. I have found there are many homeowners on this proposed Route which were not notified by Xcel or the PUC. Additionally, many of these homeowners, facing a life-changing event like this disruptive taking and destroying of their properties, are not able to afford or bear the burden of contesting actions taken by extremely powerful entities such as Xcel and the PUC. Several owners are elderly and do not have the ability to go online to discover the necessary information. Many, who have lived in their houses over 60+ years, will experience a terrible change that is forever. Talking to these people was very upsetting to me. Others told me they noticed a notification letter, but, since it mentioned Xcel, the notification was ignored because Xcel is not our local utility provider. The notifications should have been more clear and proper notice should have been provided. I can only imagine that this improper notification method happened along the entire proposed route. This whole process and what is taking place is wrong in so many ways.	Notice requirements are outlined in Minnesota Rules, chapter 7850. Notice is required after application submission pursuant to Minnesota Rules, part 7850.2100. Notice of public information and scoping meetings is required pursuant to Minnesota Rules, part 7850.2300. EERA staff mailed notice to landowners potentially impacted by alternative routes. Notice of the availability of the draft EIS is required pursuant to Minnesota Rules, part 7850.2500, subpart 7. Notice of the draft EIS meetings and public hearings is required pursuant to Minnesota Rules, part 7850.2500 Subpart 8 and Minnesota Rules, part 7850.2600, respectively. Notice of the final EIS is required pursuant to Minnesota Rules, part 7850.2500, subpart 9. Minnesota Department of Commerce, Energy Environmental Review and Analysis unit (EERA) and Minnesota Public Utilities Commission. Staff followed these notice requirements, as did the applicant.
184	Now for a plea on a personal level: My wife and l have taken a piece of dry, gravelly property and turn it into healthy, treed, grassland which will be permanently scarred if this improper and destructive utility route is allowed. The route will remove dozens of trees and undergrowth. We put countless hours into planting, maintaining, replanting trees, trimming h·ees and controlling noxious weeds. I was told that we would be paid for the property taken. I am serious when I say no dollar amount would replace the heartbreak for us. We are doing our best to maintain our beautiful, small slice of the world. Several years ago. the adjoining farmer started to farm organically. Now, our pond no longer has bluegreen algae. There are no chemical odors in the air, weeds growing uncontrollably due to fertilizer runoff etc. This damaging route would inse1t giant, steel, electrical towers, polluting over this beautiful land. Everything would be clear cut and sprayed to control growth. It would completely ruin all we have done in the last 24 years of living here. All we have accomplished will be for nothing. All of our rural will have their properties will be negatively impacted with this intrusive power line looming over their houses. How ironic that our own tax money would be used to destroy my own property, then in turn, raise my electrical rates to pay for the project. We wish to pass this land to our children. I would welcome you anytime to see this beautiful, quiet, undisturbed piece of property. There is no need to devastate my property and hundreds of others. I will be on this property till the day I die.	Comment noted.
184	We are not just objecting on behalf of our family, but we are speaking for all our neighbors and fellow homeowners all along the proposed route. The project is not necessary and not an acceptable solution to a long-term need. Please deny the route application Xcel is applying for.	Comment noted.

Comment ID	Comment	Response
185	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
185	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
185	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
185	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
185	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
185	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: I've included a letter with the submission of documents.	Comment noted. No letter attached; the letter is likely listed as Comment ID 184.
185	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
186	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
186	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
186	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
186	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
186	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
186	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
186	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
187	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
187	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
187	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
187	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
187	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
187	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
187	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
188	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
188	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
188	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
188	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
188	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
188	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.

Comment ID	Comment	Response
188	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
189	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
189	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
189	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
189	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
189	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
189	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.

Comment ID	Comment	Response
189	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
190	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
190	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
190	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
190	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
190	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
190	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.

Comment ID	Comment	Response
190	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
191	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
191	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
191	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
191	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
191	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
191	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: impacting farm operations including irrigation, planting, weed control, etc. and loss of acreage. Health concerns documented and pending verification. Stray electrical impacting livestock and other animals. Loss of land value.	Comment noted.

Comment ID	Comment	Response
191	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
192	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
192	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
192	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
192	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
192	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
192	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.

Comment ID	Comment	Response
192	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
193	Comment consists of a petition in opposition to MNEC project and utility route. Petition has 50 signatures of certain residents that are property owners, whose real property shall be negatively impacted by the MNEC Project, object to said MNEC Project and respectfully request that MNEC Project not be approved.	Thank you for your comment and participating in the permitting process.
194	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
194	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
194	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
194	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
194	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
194	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.

Comment ID	Comment	Response
194	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
195	I am a property owner at 4811 Dellwood Road in South Haven and am on the proposed connector route. I am asking that the permit be denied and to make it know I am against the route. Continuing to install extremely high voltage lines across the land, is only a short-term solution as the energy needs of our communities continue to rise. Working towards a long term, sustainable solution is a better option. As others have suggested, creating wind or solar power closer to the community that will be using it would be cost effective and increase efficiency instead of losing a percentage of power for every 100 miles the line is installed as others have noted.	Thank you for your comment and participating in the permitting process.
195	Education is always a good investment, dollars spent on educating the public on energy consumption and reducing energy usage could go a long way towards sustainability and possibly innovative new technologies. By not granting the certificate of need or the route permit for the proposed MNEC Project, you could be the voice that sparks new technology for carbon-free energy, and technology that would not degrade peoples health, wildlife or the environment. Increasing solar panels on private homes or on tops of car parks and public buildings could help reduce the overall demand on the power grid. Utilizing Farm Based Anaerobic Digesting systems, small systems can power a few homes, while a large system can support a small community. Again, they could lower the demand on the main power grid.	As noted in Section 4.2, the Commission issued a final scoping decision that includes the system alternatives to be studied in this EIS (Appendix A).
195	While public utilities have a goal of 100% energy for retail sales from carbon-free resources by 2040, other resources should not be degraded in a haste to meet this goal. The current MN Energy Connection Project Dockets (E-002/CN-22-131, E002/TL-22-132 and OAH Docket No. 23-2500-39782) may have negative effects on human, environmental, wildlife and water quality resources. We live on the edge of a large wetland complex that this line will cross and potentially degrade. This wetland is home to a diverse community of wildlife and plant species as noted below. Clearcutting the area of the powerline installation would be devastating to the wildlife habitat. A path 1000ft wide for installation would impact approx. 19.1 ac if the line is installed on the north side of Dellwood and 16.6ac if installed on the south side of Dellwood road. This may seem insignificant to others, but this is a large impact to the local community. On our property alone we have seen Barred Owls, Screeching owls, Eagles, hawks, Piliated, red headed and downy woodpeckers, bats, wood ducks, a plethora of migratory birds along with predators such as coyotes, foxes, and weasels. These predators and prey are important for keeping balance in the local ecosystem and destroying what seems like a small area to a large corporation will cause many negative local impacts and change the community of wildlife due to the change in habitat. Overall habitat loss is an ongoing issue, and it has become very important to protect habitat corridors like this. This wetland complex also includes an unnamed stream that flows south to Three Mile Creek which is a designated trout stream. This then flows into Otter Lake, Clearwater Lake and eventually into the Clearwater River. The installation of this powerline and clearing a width of 1000 ft will cause sedimentation of the stream. If heavy equipment is used in this area, any fuel or oil leaks from the equipment will enter the environment and potentially degrade the water quality and or effect wildlife.	Potential impacts and mitigation measures concerning surface waters, vegetation, wetlands, and wildlife are discussed in Sections 5.6.9 through 5.6.11.
195	The ongoing maintenance that will be required for the 150ft right of way will continually be a source of potential contamination from the herbicides or any chemicals that are used to control woody or invasive species in this area. This project has the potential to degrade the existing trout stream and water quality of the Otter Lake and Clearwater Lake.	As stated in Section 5.6.10.3, the applicant has committed to the following measures to control invasive species: "Invasive species/noxious weeds would be removed via herbicide or manual means in accordance with the easement conditions and landowner restrictions." This section also states that this best management practice and others would be included in the applicant's Vegetation Management Plan. Potential impacts and mitigation measures to surface waters as a result of herbicide use has been added to Section 5.6.9 of the EIS.
195	Not only does the 345 kV overhead powerline belong to the extremely high voltage level, the corona discharge has unknown effects on wildlife, livestock and human health. An article from Cancerenter.com posted on February 28, 2023, suggests a link between power lines and cancer. The article included the following statement (link to article provide below): For decades, people have raised concerns over whether living near power lines may lead to cancer, but scientific studies suggesting such a connection either haven't been replicated or haven't had the clear results scientists require to prove a link. A working group of the World Health Organization's International Agency for Research on Cancer in 2002 concluded that EMFs produced by power lines at most were "possibly" carcinogenic. https://www.cancercenter.com/community/blog/2023/02/power-lines-and-cancer-is-there-a-connection	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.

Comment ID	Comment	Response
195	I urge you to not grant the certificate of need or the route permit for the proposed MNEC Project and encourage them instead to consider alternatives which are less damaging to the local environment, human health, water quality and wildlife. These resource concerns are important to the local community and local ecology.	Comment noted.
196	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
196	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
196	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
196	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
196	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
196	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: I've included a letter with the submission of documents.	Comment noted. No letter attached; the letter is likely filed as comment 196.

Comment ID	Comment	Response
196	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
197	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
197	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
197	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
197	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
197	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
197	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.

Comment ID	Comment	Response
197	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
198	As many letters have already been sent outlining the personal affect of the power line on their lives, land and wildlife, I would like to appeal to the duty we have to humanity. I ask you this question, would you subject your parents, kids or any family member to living under a high intensity power line? When you signed the Universal Declaration of Human Rights Oath at the International Christine University (Japan), was it to ignore those rights in the name of progress? I refer to the following Articles 17.1 Everyone has the right to own property alone as well as in association with others 17.2 No one shall be arbitrarily deprived of his property 25.1 Everyone has the right to a standard of living adequate for the health and well-being of himself and of his family, including food, clothing, housing …… 30. Nothing in this Declaration may be interpreted as implying for any State, group or person any right to engage in any activity or to perform any act aimed at the destruction of the rights and freedoms set forth herein. I would ask that after examining all that is presented to you, you would consider the obligation we all have to our brothers and sisters of the world. I ask again, would you subject someone you love to living under or adjacent to a high intensity powerline? Before you render a verdict, pray on it and remember the words in 1 John 4:21 This is the commandment we have from him. Whoever loves God must also love his brother.	Thank you for your comment and participating in the permitting process.
199	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
199	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
199	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
199	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
199	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
199	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
199	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
200	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
200	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
200	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
200	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
200	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
200	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
200	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
201	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
201	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
201	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
201	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
201	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
201	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
201	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
202	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
202	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
202	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
202	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
202	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
202	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
202	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
203	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
203	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
203	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
203	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
203	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
203	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
203	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
204	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
204	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
204	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
204	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
204	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
204	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
204	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
205	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
205	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
205	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
205	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
205	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
205	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
205	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
206	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
206	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
206	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
206	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
206	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
206	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
206	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
207	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
207	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
207	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
207	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
207	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
207	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
207	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
208	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
208	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
208	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
208	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
208	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
208	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
208	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
209	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
209	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
209	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
209	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
209	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
209	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
209	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
210	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
210	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
210	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
210	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
210	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
210	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
210	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
211	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
211	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
211	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
211	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.

Comment ID	Comment	Response
211	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
211	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
211	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
212	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact Statement is vague and fails to properly address concerns of landowners along the routes. There are non-scientific sources cited as statements of fact, which should not be considered, and deleted from the EIS. The EIS appears incomplete. In addition to not properly considering the impacts on landowners, the EIS also fails to comprehensively address other environmental impacts to wildlife, farming production and other related impacts on the land generally.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
212	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
212	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: The MNEC Route should not be granted. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Provisions should be made to prevent the impact on landowners' properties and the diminution of value related thereto.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement. Landowner agreements are outside the scope of this EIS.
212	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
212	Living near high power lines has been a topic of concern regarding potential health risks. Here are several reasons supported by research and expert opinions: High power lines emit electromagnetic fields (EMFs), which are associated with various health concerns. The World Health Organization (WHO) classifies EMFs as "possibly carcinogenic to humans". Several studies have suggested a correlation between living near high voltage power lines and increased cancer risks. For example, a study published in the American Journal of Epidemiology found that children living within 200 meters of high-power lines had qn elevated risk of developing leukemia. Research indicates that living near power lines can negatively affect mental health. A study in Environmental Research reported that residents near high voltage lines experienced higher levels of anxiety and depression. The constant awareness of potential hazards can lead to chronic stress. Exposure to EMFs can disrupt sleep patterns. A review published in the Journal of Sleep Research found that prolonged EMF exposure could affect sleep quality and increase insomnia rates among residents living close to power lines. Beyond cancer and mental health, living near high power lines has been linked to other health concerns, such as an increased risk of miscarriage and reproductive issues. Ongoing exposure to EMFs may play a role in these adverse health outcomes.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
212	In addition to the reasons to deny this route stated above, the Modified Blue Route will negatively impact our property and our lives as follows: [note no text provided in comment after colon].	Comment noted.
212	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: For the reasons stated above and due to the lack of proper research and an incomplete Environmental Impact Study, none of the routes are effective solutions to meet the future energy needs for Minnesotans.	Comment noted.
213	I am vehemently opposed to the proposed Xcel Energy Minnesota Energy Connection Project particularly the proposed Purple Route that crosses Harvey and Manannah Townships in Meeker County. The Environmental Impact Statement should find neither of the proposed routes acceptable.	Thank you for your comment and participating in the permitting process.
213	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No!! There is no direct benefit to the landowners nor inhabitants where this powerline would travel across. The powerline will only be detrimental to health, habitat and property along this 171-180 mile route. The damage that it will do to the environment by removing century old tree stands, disrupting the agricultural production and introducing foreign materials (cement and rebar for the structural integrity of the powerline bases reaching “20-60 feet deep” in the earth according to Mr. Langan on Oct. 30) will forever impact the environment. Excel has stated that it will “restore” the land after construction–but this is not realistic when it takes hundreds of years for trees to mature and wildlife and plants to be reestablished once their habitats have been destroyed.	Comment noted.
213	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: If the Certificate of Need is approved, then there must be yearly compensation made to the landowners that the Right of Way Easements will travel across for the duration (60-100 years according to Mr, Langan on Oct. 30) that this powerline is in use (as is the case with cell tower, bill board advertisements and other utilities). A “one-time payment” is an insult to the landowners and the negative impact the construction of this powerline will have on them for generations to come.	Landowner agreements are outside the scope of this EIS; however, information was added to the EIS discussing landowner concerns with a one-time payment for a perpetual easement agreement (see Section 3.3.2.1).
213	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No, the Commission should not grant the route permit as the harm to the environment and the negative impact to the property owners should far outweigh the benefits of ruining the properties that the proposed powerline would cross. There are many unique characteristics of the proposed project that should far outweigh the benefits. A few of them are: 1. The Purple Route in Meeker County would impact and forever change historic properties and assets such as century old trees and virgin grasses and woods that are habitats to endangered species such as bald eagle nests, bats, pollinator habitats, etc. as well as negatively impacting wetlands and watershed areas that have been preserved by landowners for over 100 years (see photo attachments of the Neuman Properties of Manannah Township Parcels 15-0187000 and 15-0188000). 2. From page 226 of the application the Purple Route impacts 77% agricultural land versus the Blue Route impacts 74%. The Neuman Family have had land in agricultural production for over 127 years. The property we own and farm has been held privately by the same bloodline for all 127 years since it came into private ownership from the St.P&P Rail Road Co in 1897 by Fred Kohlmeyer (Great Grandfather to Gordon and Frank Neuman and my Great-Great Grandfather). The proposed Purple Route would dramatically and negatively impact the agricultural use and production of these properties. (See attachment of property ownership)	Comment noted.

Comment ID	Comment	Response
213	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: If a choice must be made, then the proposed Blue Route has “fewer evils” such as: A. From the application section 6.2.2 “Proximity to Residences” it states that the Purple Route is within 500 feet of 155 residences, whereas the Blue Route has only 137 residences within 500 feet. Ideally, this number should be 0 for either route, but since that is not possible, you must choose the route with least impact! B. From the application 6.2 “Human Settlement” (pages 71 and 72) The Purple Route has nine cities ½ mile or less; whereas the Blue Route has only two cities less than a ½ mile. Once again, the choice is clear to minimize the impact on human settlement, you must choose the Blue Route! C. From the application section 6.6.1 “Threatened and Endangered Species” (page 179-183, Table 6.6.1-1) eight were listed on the Purple Route, whereas the Blue Route only had 3 species present. We as caretakers of our earth should try to minimize the impact on the other living creatures that share this space!	Comment noted.
213	In your role to review all facts and to make recommendations to the Public Utility Commission, I implore you to deny approval of Xcel Energy’s Proposal of this powerline for the multiple of reasons stated above! If that is not possible, then select a different route around Harvey and Manannagh Townships of Meeker County and avoid using the Purple Route in these townships! Comment includes maps showing property in relation to route and photos of property.	Comment noted.
214	I would like to request the Minnesota Public Utilities Commission to take the following items into consideration when reviewing the route options for the MNEC Project: 1. There is a section of the blue route that runs along 310th Street, Sheridan Township, Redwood County. This section of the proposed route runs extremely close to seven residences, all of which would be in or very near the transmission line right of way. This section is approximately three miles in length and could easily be re-routed one-half mile to the north or south to avoid all of these residences. 2. The attached map shows an alternate pink route that has already been proposed, which would be a far better option than the blue route as there are no residences along that route. 3. I have also outlined another alternate route in yellow on the attached map. This route would also be a far better option than the blue route as there is only one residence along that route and the transmission line could run north of the grove of that residence, to minimize the aesthetic impact on that home.	Thank you for your comment. The EIS evaluates proximity to residences for each alternative. Section 7.9.5 compares the number of residences between Route Segment 213 and the Blue Route. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
214	4. This section of the blue route poses a significant risk to human health and safety, as well as a negative impact on the value of these residences. The proposed lines are 160 feet from my bedroom window. Some of the other homes along this route are even closer than that. I am sure you can realize that no one wants to live somewhere with high voltage lines and huge electric poles 100 feet from their home. Choosing the pink or yellow alternate route would greatly reduce the health risks, safety risks, negative aesthetic impact, and overall negative impact on our quality of life.	Staff notes that the yellow alternative, as it wasn't included in the scoping decision, cannot be selected by the Commission.
214	5. Much care and attention is made to select a route that would avoid wildlife habitats and conservation areas. An equal or greater amount of care should be taken to avoid the places where people live. No one wants to live in the path of high voltage lines.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment.
214	I urge you to strongly consider an alternate route for this section of the proposed blue route that runs along 310th Street, Sheridan Township, Redwood County . There are two viable alternatives that would still serve the needs of the project while also greatly reducing the negative impact on the residents of the area.	Comment noted.
215	I would like to request the Minnesota Public Utilities Commission to take the following items into consideration when reviewing the route options for the MNEC Project: 1. There is a section of the blue route that runs along 310th Street, Sheridan Township, Redwood County. This section of the proposed route runs extremely close to seven residences, all of which would be in or very near the transmission line right of way. This section is approximately three miles in length and could easily be re-routed one-half mile to the north or south to avoid all of these residences. 2. The attached map shows an alternate pink route that has already been proposed, which would be a far better option than the blue route as there are no residences along that route. 3. I have also outlined another alternate route in yellow on the attached map. This route would also be a far better option than the blue route as there is only one residence along that route and the transmission line could run north of the grove of that residence, to minimize the aesthetic impact on that home.	Thank you for your comment. The EIS evaluates proximity to residences for each alternative. Section 7.9.5 compares the number of residences between Route Segment 213 and the Blue Route. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.

Comment ID	Comment	Response
215	4. This section of the blue route poses a significant risk to human health and safety, as well as a negative impact on the value of these residences. The proposed lines are 160 feet from my bedroom window. Some of the other homes along this route are even closer than that. I am sure you can realize that no one wants to live somewhere with high voltage lines and huge electric poles 100 feet from their home. Choosing the pink or yellow alternate route would greatly reduce the health risks, safety risks, negative aesthetic impact, and overall negative impact on our quality of life.	Comment noted. Staff notes that the yellow alternative, as it wasn't included in the scoping decision, cannot be selected by the Commission.
215	5. Much care and attention is made to select a route that would avoid wildlife habitats and conservation areas. An equal or greater amount of care should be taken to avoid the places where people live. No one wants to live in the path of high voltage lines.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment.
215	I urge you to strongly consider an alternate route for this section of the proposed blue route that runs along 310th Street, Sheridan Township, Redwood County . There are two viable alternatives that would still serve the needs of the project while also greatly reducing the negative impact on the residents of the area.	Comment noted.
216	I would like to request the Minnesota Public Utilities Commission to take the following items into consideration when reviewing the route options for the MNEC Project: 1. There is a section of the blue route that runs along 310th Street, Sheridan Township, Redwood County. This section of the proposed route runs extremely close to seven residences, all of which would be in or very near the transmission line right of way. This section is approximately three miles in length and could easily be re-routed one-half mile to the north or south to avoid all of these residences. 2. The attached map shows an alternate pink route that has already been proposed, which would be a far better option than the blue route as there are no residences along that route. 3. I have also outlined another alternate route in yellow on the attached map. This route would also be a far better option than the blue route as there is only one residence along that route and the transmission line could run north of the grove of that residence, to minimize the aesthetic impact on that home.	Thank you for your comment. The EIS evaluates proximity to residences for each alternative. Section 7.9.5 compares the number of residences between Route Segment 213 and the Blue Route. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
216	4. This section of the blue route poses a significant risk to human health and safety, as well as a negative impact on the value of these residences. The proposed lines are 160 feet from my bedroom window. Some of the other homes along this route are even closer than that. I am sure you can realize that no one wants to live somewhere with high voltage lines and huge electric poles 100 feet from their home. Choosing the pink or yellow alternate route would greatly reduce the health risks, safety risks, negative aesthetic impact, and overall negative impact on our quality of life.	Comment noted. Staff notes that the yellow alternative, as it wasn't included in the scoping decision, cannot be selected by the Commission.
216	5. Much care and attention is made to select a route that would avoid wildlife habitats and conservation areas. An equal or greater amount of care should be taken to avoid the places where people live. No one wants to live in the path of high voltage lines.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment.
216	I urge you to strongly consider an alternate route for this section of the proposed blue route that runs along 310th Street, Sheridan Township, Redwood County . There are two viable alternatives that would still serve the needs of the project while also greatly reducing the negative impact on the residents of the area.	Comment noted.
217	My first response is: if the power is needed at the cites then it should be generated there and not from here where it will infringe on our way of life, health and income yet we get no benefit. As well as it will ugly up our neighborhoods.	Thank you for your comment and participating in the permitting process.
217	There is a lot more frustration and disagreement here than what came out at the meeting in Marshall. I believe the meeting time was by Excel's design. People were at work and unable to be there. The type of people that live here are peaceful, mind their own business and work hard to make a living.	Comment noted. A virtual evening meeting was available for those that could not patriciate during the day. An evening meeting was also available in Redwood Falls that same day.
217	No one wants to own up to what the power loss on the lines will be. In my research that I have done, power loss has proven to be anywhere from 10-30 percent. Again power generation should be closer to where it is going to be used by whatever means they need to do.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
217	Excel's LEASE term is incorrect. If it is truly a lease there should be a payment every year lake a true lease. Excel is taking all property rights away from us on that piece of ground that they are crossing. Their proposed one time payment is perpetual which means forever. They are still going to let you farm around it as long as you stay out of their way. We will be expected to take care of the weed control and pay the real estate taxes on that property. Basically it is nothing more than a land grab. Future generations are going to wonder why we sold out. Future farmers farming around it and carrying the cost should receive a payment every year to compensate their expenses. Our land is not for sale. There are no circumstances that we will ever sign on to a sale of our property rights. The judge will have to take them away from us. Excel will have to flip over the eminent domain card.	Landowner agreements are outside the scope of this EIS; however, information was added to the EIS discussing landowner concerns with a one-time payment for a perpetual easement agreement (see Section 3.3.2.1).

Comment ID	Comment	Response
217	The attached picture shows the danger that farmers will endure every year into the future while working around powerlines. As it there aren't already enough dangers. We can not plague the present and future generations with more dangers for something that isn't even needed here. Please give the people in Southwest Minnesota some consideration. Note - comment includes 2 pages from Farm/Journal AG WEB with the following: Leap of Faith As Farmer Miraculously Escapes Burning Chopper.	Comment noted.
218	We purchased 2 parcels,781 and 782, (see attachment) from the family farm over 20 years ago. Our intention was to build a retirement home on one parcel and one of our children was intending to build a home on the other. We had to attend township meetings to get a variance and deed restrict other acres on the farm so each 40-acre parcel could have a building entitlement. At that time it was one building site per 80 acres. The building entitlements cannot be transferred unless to adjoining land, which we do not own, and the intended blue line will also affect. Now as we are approaching retirement these parcels will be unbuildable due to the stray voltage and position of the poles. This proposed line will greatly devalue our land.	Thank you for your comment. The potential to impact future development has been added to Section 5.2.5.2 of the EIS.
218	We attended the public meeting in Kimball on October 30th. At this meeting it was suggested to make the Becker Power Plant a source of natural gas to power the Twin Cities area. This option makes more sense than exposing thousands of people across the state to stray voltage and the health issues this line will cause. We are against the transit line and the certificate of need and think this should be reevaluated.	Comment noted.
219	I would like to request the Minnesota Public Utilities Commission to take the following items into consideration when reviewing the route options for the MNEC Project: 1. There is a section of the blue route that runs along 310th Street, Sheridan Township, Redwood County. This section of the proposed route runs extremely close to seven residences, all of which would be in or very near the transmission line right of way. This section is approximately three miles in length and could easily be re-routed one-half mile to the north or south to avoid all of these residences. 2. The attached map shows an alternate pink route that has already been proposed, which would be a far better option than the blue route as there are no residences along that route. 3. I have also outlined another alternate route in yellow on the attached map. This route would also be a far better option than the blue route as there is only one residence along that route and the transmission line could run north of the grove of that residence, to minimize the aesthetic impact on that home.	Thank you for your comment. The EIS evaluates proximity to residences for each alternative. Section 7.9.5 compares the number of residences between Route Segment 213 and the Blue Route. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
219	4. This section of the blue route poses a significant risk to human health and safety, as well as a negative impact on the value of these residences. The proposed lines are 160 feet from my bedroom window. Some of the other homes along this route are even closer than that. I am sure you can realize that no one wants to live somewhere with high voltage lines and huge electric poles 100 feet from their home. Choosing the pink or yellow alternate route would greatly reduce the health risks, safety risks, negative aesthetic impact, and overall negative impact on our quality of life.	Comment noted. Staff notes that the yellow alternative, as it was not included in the scoping decision, cannot be selected by the Commission.
219	5. Much care and attention is made to select a route that would avoid wildlife habitats and conservation areas. An equal or greater amount of care should be taken to avoid the places where people live. No one wants to live in the path of high voltage lines.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment.
219	I urge you to strongly consider an alternate route for this section of the proposed blue route that runs along 310th Street, Sheridan Township, Redwood County . There are two viable alternatives that would still serve the needs of the project while also greatly reducing the negative impact on the residents of the area.	Comment noted.
220	I would like to request the Minnesota Public Utilities Commission to take the following items into consideration when reviewing the route options for the MNEC Project: 1. There is a section of the blue route that runs along 310th Street, Sheridan Township, Redwood County. This section of the proposed route runs extremely close to seven residences, all of which would be in or very near the transmission line right of way. This section is approximately three miles in length and could easily be re-routed one-half mile to the north or south to avoid all of these residences. 2. The attached map shows an alternate pink route that has already been proposed, which would be a far better option than the blue route as there are no residences along that route. 3. I have also outlined another alternate route in yellow on the attached map. This route would also be a far better option than the blue route as there is only one residence along that route and the transmission line could run north of the grove of that residence, to minimize the aesthetic impact on that home.	Thank you for your comment. The EIS evaluates proximity to residences for each alternative. Section 7.9.5 compares the number of residences between Route Segment 213 and the Blue Route. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
220	4. This section of the blue route poses a significant risk to human health and safety, as well as a negative impact on the value of these residences. The proposed lines are 160 feet from my bedroom window. Some of the other homes along this route are even closer than that. I am sure you can realize that no one wants to live somewhere with high voltage lines and huge electric poles 100 feet from their home. Choosing the pink or yellow alternate route would greatly reduce the health risks, safety risks, negative aesthetic impact, and overall negative impact on our quality of life.	Comment noted. Staff notes that the yellow alternative, as it was not included in the scoping decision, cannot be selected by the Commission.

Comment ID	Comment	Response
220	5. Much care and attention is made to select a route that would avoid wildlife habitats and conservation areas. An equal or greater amount of care should be taken to avoid the places where people live. No one wants to live in the path of high voltage lines.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment.
220	I urge you to strongly consider an alternate route for this section of the proposed blue route that runs along 310th Street, Sheridan Township, Redwood County. There are two viable alternatives that would still serve the needs of the project while also greatly reducing the negative impact on the residents of the area.	Comment noted.
221	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
221	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
221	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
221	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
221	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
222	I attended the MN PUC meeting at Kilowatt Community Center in Granite Falls on Nov. 6, 2024. My wife and I have land in the purple route, totaling 2 miles. I am opposed to granting a certificate of need for the proposed MNEC Project. The commission should not grant a route permit for the proposed MNEC Project. If a route permit is granted, the blue route should be chosen since it is shorter with fewer right angle turns and would be placed on property boundaries rather than directly on prime farm land. We have an Xcel 115KV line running on our tillable farm land and the proposed MNEC Project line would be 150 feet from the existing Xcel 115KV line. What a disaster it would be, to farm around two lines! We have our land pattern tiled and contractors do not respect existing tile lines. Also, Xcel has not paid us for the 115KV pole and line replacement in 2013. I do not trust Xcel to be a good neighbor and meet the terms of the agreement on damages and compaction. The PUC should follow up to make sure affected land owners are properly compensated and are actually paid.	Thank you for your comment and participating in the permitting process. Landowner agreements are outside the scope of this EIS; however, information was added to the EIS discussing landowner concerns with a one-time payment for a perpetual easement agreement (see Section 3.3.2.1).
223	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
223	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
223	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
223	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
223	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
223	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (REA Bulletin 62-4, May 1976). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted.
224	I attended the public hearing and would like to submit a written comment. The proposed power line will run parallel to land my mother owns. First, I want you to consider the value of the land you plan to interrupt. My mother uses the money she gains from renting out her farm land to live. Interrupting the land use would disrupt her livelihood.	Thank you for your comment and participating in the permitting process.
224	Second, I'm wondering who these lines are benefitting. If you are going to disrupt the livelihood of rural residents for the needs of the metro area, maybe you should create a line that goes through the metro.	The Project is proposed to interconnect new renewable generation to replace generation due to the retirement of the coal units at the Sherburne County Generating Station (Sherco) in Becker, MN which is connected to the larger Eastern Interconnection Grid. Xcel Energy plans its system jointly with Northern States Power Company, a Wisconsin corporation, covering the portions of the states of North Dakota, South Dakota, Minnesota, Wisconsin, and Michigan (the NSP System). The Project will interconnect generation to serve the NSP System in the Upper Midwest, not solely the metropolitan area.
224	Third, with everything moving into "clean" energy. Maybe that should be the first thought to consider. I'm against this power line route. Please value my comments.	Comment noted.
225	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The effects of overhead line loss stray voltage have not been thoroughly looked at, our century farm that has primarily been a cattle and crop operation would be less than 1,000 feet from the high voltage line. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. Please reference Attachment B	Thank you for your comment and participating in the permitting process. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
225	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. A Natural Gas generator at the Sherco Plant site would be dramatically cheaper and better for the environment. This would save $1.3 billion of tax payer funds. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project.	Comment noted.
225	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Any certificate of need has to address the cost of generating and suppling power in this manner and the number of people that will not be able to afford electric power. Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
225	Question: Should the Commission grant a route permit for the proposed MNEC Project? Response: No. The Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles, while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota Public Utilities Commission order on August 10, 2023, line loss on this Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent there is no logic in this plan. MN should be learning a lesson from the EU. See the attached letter from the North Dakota Industrial Commission.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
225	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit? Response: A route permit should not be granted. Neither route is a good solution to the future energy needs for Minnesotans. The trump administration will pull the USA out of Paris accord this will in tum stop the federal dollars from paying for this Mess.	Comment noted.
225	Comment includes the following exhibits: A) Electromagnetic Field Liability Protection Claims B) Electrostatic and Electromagnetic effects of Overhead transmission lines C) North Dakota Industrial Commission Letter June 26th 2024	Comment noted.
226	My family and I are VERY much so against the idea of running the transmission line down County Highway 4. The transmission line would be right across the road from our home. We have done extensive research and are aware of the health risks these pose along with the effects on wildlife. Multiple health risks are associated with living nearby a transmission line which include seizures, childhood leukemia and/or other illnesses, depression, anxiety, being shocked in your own home due to the excessive amount of stray voltage and more. We have a family friend whose sister-in-law developed seizures not long having a transmission line placed near their home. Our family consists of 3 very young children. I do not want my 3 young children to be at higher risk for childhood leukemia and/or other illnesses because a transmission line was placed right across our driveway that we were not in favor of!! We also know of an individual who got a shock every time he took a shower in his house due to the excessive amount of stray voltage from a transmission line that was placed next to his home. These transmission lines also greatly affect the wildlife. For example: wildlife tends to migrate away from the area where transmission lines are placed. One of our neighbors was telling us a story about his cows. His cows would not drink the water in his pasture because every time they did, they would get a shock from the stray voltage. Therefore, they drank their urine instead. The wildlife also experiences miscarriages and severe birth defects when living near transmission lines.	Thank you for your comment. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Stray voltage impacts are discussed in Section 5.3.4 of the EIS.

Comment ID	Comment	Response
226	None of us in Southwest MN will benefit from putting the solar farms, wind turbines or transmission lines here. It makes no sense to me as to why it all needs to be placed in Southwest MN when the Twin Cities are the ones who need the electricity. Why spend an astronomical amount of money to carry the electricity up to the Twin Cities?? If the Twin Cities are the ones who need the electricity, then place the solar farms, wind turbines and transmission lines up by the cities. You can't tell me the wind doesn't blow and the sun doesn't shine up by the cities!! We have reviewed the future plans map. If this is the windiest part of the state (according to Invenergy), then why does the future plan map show that wind turbines will be built east of here in the future? Is someone able to predict the weather years from now and prove that it will be windier east of here a few years down the road?? Our family does not benefit whatsoever in any of the placement of the solar farms, wind turbines or transmission lines as we do not own any farmland, so we are not even benefiting from the monetary value. If someone signs up their land for the solar farms, wind turbines, transmission line, etc., then they should have to put it next to their own home instead of signing up their land next to someone else's home. All my family is getting out of this is the negative effects listed above. This "green energy" needs to go elsewhere. It is dangerous and corrupt. Would you appreciate your neighbor signing their land up next to your home and putting a solar farm, wind turbine or transmission line right next to your home?? I understand the eminent domain in certain situations but not when you are wanting to put these dangerous things next to homes.	Comment noted. Cumulative effects are discussed in Chapter 16 of the EIS. This discussion includes socioeconomic benefits to local communities from increased tax revenues. Wind energy facilities are subject to a Wind Energy Production Tax and solar energy facilities are subject to a Solar Energy Production Tax. The Minnesota Department of Revenue determines the tax due, and taxes are paid to the county treasurer. The Project is proposed to interconnect new renewable generation to replace generation due to the retirement of the coal units at the Sherburne County Generating Station (Sherco) in Becker, MN which is connected to the larger Eastern Interconnection Grid. Xcel Energy plans its system jointly with Northern States Power Company, a Wisconsin corporation, covering the portions of the states of North Dakota, South Dakota, Minnesota, Wisconsin, and Michigan (the NSP System). The Project will interconnect generation to serve the NSP System in the Upper Midwest, not solely the metropolitan area.
226	Our farmland is meant to raise livestock and grow crops in order to feed humans and animals. It is NOT meant for solar farms, wind turbines and transmission lines which are dangerous to the environment, wildlife, humans and homes. There are both livestock and pets along County Highway 4. There is a family that breeds dogs that lives right on County Highway 4. If the transmission line ends up getting put up in Southwest MN (instead of the Twin Cities where they are needing the electricity) then please consider running the transmission line on an alternative route that we have proposed. On 210th St, there is no livestock and only two homes that are 1/4 mile off the road. Once in Johnsonville, there are no homes along 210th St for the 1.5 miles they would put the transmission line.	Comment noted.
227	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. The EIS does not show anything specific for health hazards or electrical issues to homes and farms within a mile of the powerline. Need more information before moving forward. See exhibit A, see exhibit B.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
227	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. I don't believe the commission should be able to grant a certificate of need for this project. All the farmers in the route would not be able to farm anymore. I know Governor Tim Walz thinks there are only cows and rocks in the country, but there are people/families that work very hard to make a living using the very land you are trying to take. Depriving the farmer/families to provide for themselves and have something for retirement. Farmers had to work very hard for what they have and now they have to fight even harder to keep what they have. That's not right.	Comment noted.
227	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. We need more information regarding health impacts, cost, efficiency and how we can still feel safe in our homes.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north.
227	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. The amount of energy lost is not economical. Natural gas has proven to be a very clean and efficient source of energy and could be done right in our close to the city.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.

Comment ID	Comment	Response
227	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans. Electricity transferred through these lines and should never be done.	Comment noted.
227	Comment includes the following exhibits: A) Electromagnetic Field Liability Protection Claims B) Electrostatic and Electromagnetic effects of Overhead transmission lines	Comment noted.
228	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. We need more evidence of the actual health safety of the people. There is not enough specific information to be certain we should create energy this way. See exhibit A, see exhibit B.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
228	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. No. It would hurt the livelihood of many people as well as the agricultural industry. Ag products are the #1 exported commodity of this country and it would hurt the economic security of this country.	Comment noted.
228	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. There should be more studies done by neutral parties and all be published.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Comment noted.
228	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. The inefficiency of this kind of energy transfer doesn't make any economical sense. Natural gas is clean and way more efficient. We get some energy from North Dakota and that should be looked into. See Exhibit C	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
228	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans. There should be no routes. Find other ways.	Comment noted.
228	Comment includes the following exhibits: A) Electromagnetic Field Liability Protection Claims B) Electrostatic and Electromagnetic effects of Overhead transmission lines C) North Dakota Industrial Commission Letter June 26th 2024	Comment noted.
229	I ask that The Purple Route Permitting through the Mississippi Backwaters/Tributary (Bend, Fish)/Fish Creek Basin Wetlands be Denied due to several factors under 7850.4100 (the location of the Basin is displayed in the DEIS Map App.n.219 at the Purple route sequence G4-G3-G4-G3): • Negative effects on public health and safety • Negative effects on the natural environment, including effects on air and water quality resources and flora and fauna • Negative effects on rare and unique natural resources • And a design which increases electrical system insecurity.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
229	Support for my stance: A. As Noted on the MN DNR Website, the Benefits of Wetlands Include: • Erosion control: Wetland vegetation reduces wave damage along lakes and stream banks. • Flood control: Wetlands can slow and retain runoff water, reducing the frequency of flooding along streams and rivers. • Groundwater recharge and discharge: Some wetlands recharge groundwater by holding surface water and allowing it to slowly filter into the groundwater reserves. Some wetlands are discharge areas; they receive groundwater even during dry periods and help maintain flows in nearby rivers and streams. • Enhancement of Water quality: Wetlands protect the water quality of downstream lakes, streams and rivers by removing pollutants. • And provide Habitat for Rare species: 43 percent of threatened or endangered species in the U.S. live in or depend on wetlands.	The EIS discusses potential impacts and mitigation measures associated with water resources, including wetlands, and protected species. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Section 12.6 discusses Region G, where Route Segments G3 and G4 are located.
229	The Historical Assault on the Mississippi Backwaters/Tributary (Bend, Fish)/ Fish Creek Basin Wetlands: Originally, there were only wetlands between the Mississippi Oxbow, its tributary and Fish Lake (see documents Wetland Map, Wright County Legend). Over time, multiple man-made decisions have decimated critical and substantial wetlands between The Mississippi Backwaters and Fish Lake. • In 1890 the building of a railroad berm and trestle divided and removed portions of the wetlands • In 1930 the building of US Highway 52, once again divided and removed portions of the wetlands • In 1976 the building of I94 and CASH 75 resulted in the catastrophic elimination of a substantial portion of the wetland acreage between Fish Lake and the Mississippi backwaters removing valuable filtration and flood control properties; due to the construction I 94 the backwaters/tributary are now directly linked to Fish Lake via plumbing under CASH 75 and I94 instead of filtering via the multiple acres of lost wetland. • And in 2012, the CAPX 2020 HVTL project not only removed yet more wetland, but it also exposes humans, flora and fauna in this critical habitat to continual harmful, man-made, energy through ground potential rise (GPR).	Comment noted. Fish Creek is identified on Map 14-10. Specific reference to Fish Creek's presence in Region G has been added to Section 5.6.9 and Section 12.6.9. Section 5.6.9 also discusses prior human influences.
229	Detrimental Effects of HVTL Transmission Lines: • In the process of pushing energy through the 3 vertically stacked CAPX2020 HV transmissions lines (phase wires), an electromagnetic field around these lines is created. During high load periods the transmission phase wires will reach a trigger point and will induce a current into the transmission lines grounding wires which run from the top of each pole down to its base and into the surrounding ground. As these current events flow through the ground's natural resistance there is the potential to create voltage i.e. ground potential rise. • Moisture surrounding transmission lines (more prevalent in a wetland as it heats and cools) causes transmission lines to hit this trigger point of inducing current into the grounding system sooner. • In addition, when two high voltage transmission lines run parallel and in close proximity as designed in The Purple route within the Mississippi Backwaters/Tributary and Fish Creek Basin Wetlands; the ground current created from the HV transmission line that is running a higher load will move towards the other HV transmission line that is running at a lower load (or creating less resistance).	Ground Potential Rise (GPR) is maximum electrical potential that a ground electrode may attain relative to a distant grounding point assumed to be at the potential of remote earth. GPR resulting from a transmission line is equal to the maximum current that would flow through a structure ground multiplied by the earth resistance. Under normal operating conditions, the potential value of overhead shield wires and structure grounds have a potential that are nearly identical to the potential of remote earth. The most common cause of current flow on a structure ground is a lightning strike on a transmission line. A lightning strike would typically contact the overhead shield wires, which dissipate the energy through multiple structure grounds. It should be noted lightning strikes can also contact the earth directly, causing ground potential rise without any benefit of grounding. GPR due to ground wire connections on transmission structures is not a known issue of concern and is not a required testing or design data point required by any federal, state, or local safety or permitting requirements. GPR to the extent it might occur, would be highly dependent on the soil conditions, ground path resistance, and shield wire resistance at each transmission structure as well as the electrical system loading at any point in time.
229	• ***By placing two parallel HVTL in close proximity, you are creating perpetual and consistent energy current events traveling through a highly sensitive area over a sustained period of time (this is not rushing water which moves down a river) with impacts we have not studied. You have current entering the ground at each pole then traveling through the ground from one line of poles to the other. •Only since 2012 has Minnesota experienced "distance distributed high voltage transmission lines". I have requested, on behalf of Fish Lake Property Owners Association, any studies done by Xcel Energy or any that they know of by anyone else regarding the environmental impacts of their current 345 HV transmission lines in the Mississippi Fish Creek Basin. I have been informed that Xcel has not done any studies nor are they aware of any environmental studies being done in this area.	Comment noted.

Comment ID	Comment	Response
229	Why the Purple Route is a Concern to Residents of Fish Lake (which is included as an impaired waterway on Minnesota's Impaired Waterways Listing: • Fish Lake drains to the Mississippi backwaters via Bend/Fish Creek which is listed as a Type 5 (water channel) PUBG • Annually the Mississippi backwater/wetlands push back into Fish Lake during high water, this happens to a more extreme extent since the building of I94 because the Mississippi Tributary is now directly piped to Fish Lake (see Mississippi linked to Fish Lake Doc). • Updated Flood Maps for Wright County identify all the land north of I 94 in the Fish Creek Basin as a Flood Zone (see Wright County Flood Map). Since the wetlands between this area and Bend/Fish Creek were removed and replaced with a pipe under the Freeway – Fish Lake becomes a Flood Zone when the water in the Mississippi rises to flood stage. • This push back flow/flooding is exacerbated by the closing of dams further down the Mississippi to minimize flooding in those areas, resulting in Fish Lake being a major Cistern to the Mississippi River. Hence, what happens in the Fish Creek Basin/Mississippi Backwaters/Wetlands deeply impacts Fish Lake. • In the late 1990's early 2000's residents of Fish Lake observed many disformed frogs either missing limbs or had extra limbs…we do not wish to return to that era nor as our State and Nation strive for healthier energy sources should we.	Fish Lake is impaired for nutrients, but it is outside the ROI and on the opposite side of I-94. The Mississippi River downstream is in this area (also outside the ROI) is impaired for e. coli and mercury and PCBs in fish tissues. Potential indirect impacts to surface waters are discussed in Section 5.6.9.2 of the EIS.
229	• As a side note: Fish Lake has been waiting its turn to receive assistance and funding for a Total Daily Load Study (TDL) of its watershed which would include the Fish Creek Basin because of its backflow into the lake. • Our bordering waterways of Clearwater Lake (Clearwater River) and Locke Lake (creek exiting Locke Lake to the Mississippi River) have been greatly assisted with TDL studies which identified both the lakes and their respective streams flowing to the Mississippi as impaired (see Missing Test Data Doc). • Fish Lake Property Owners initiated their own testing of the Mississippi Backwater/Tributary this summer via Wright County Water and Soil. Total Phosphorus test results clearly indicate that the water in the Mississippi tributary is significantly above 40 micrograms per liter, which is the level at which a body of water is considered impaired in Minnesota. Meaning this tributary, backwaters and surrounding wetlands should be treated with increased sensitivity and regard (see Testing Documents 1-5).	Reference to the test results has been added to Section 12.6.9.
229	Why the Purple Route is a Concern to Recreationalists in the Fish Creek Basin: • The 26 years I have lived in this area, the counties that include the Mississippi have worked to create a recreational corridor down Hwy 75 from St. Cloud to Monticello. • Just recently, the bike path was extended from St Cloud to Clearwater. The next phase is to bring this bike path to Monticello down HWY 75; Hwy 75 itself is designated as a scenic byway and had widened shoulders in the recent past to encourage bike traffic. • Sections of the old train bed, running along HWY 75, are included in The Purple route. The snowmobile path also runs this route. • In building the CAPX 2020 HV lines Xcel representatives said the benefit of controlling this corridor is that they would support the recreational pathway. Placing parallel high voltage lines in a wetland (which will logically increase the significant potential of Ground Potential Rise) which closely parallels a recreational corridor, is a catastrophic proposal and does not support a recreational pathway. • As recently announced, Amazon purchased significant land which was part of Xcel's Sherco site for a data center; hence the desire for Xcel to beef up its transmission system. The Purple route will negatively impact critical natural and economic development areas in Clearwater/Clearwater Township of Wright County with no direct benefit; the substantial benefits of the newly proposed transmissions lines will go to Sherburne county – if there are only 2 available routes for this new line it should be the Blue route which keeps the lines in Sherburne County instead of Wright County.	Impacts to recreational resources are discussed in Section 12.2.8. Ground Potential Rise (GPR) is maximum electrical potential that a ground electrode may attain relative to a distant grounding point assumed to be at the potential of remote earth. GPR resulting from a transmission line is equal to the maximum current that would flow through a structure ground multiplied by the earth resistance. Under normal operating conditions, the potential value of overhead shield wires and structure grounds have a potential that are nearly identical to the potential of remote earth. The most common cause of current flow on a structure ground is a lightning strike on a transmission line. A lightning strike would typically contact the overhead shield wires, which dissipate the energy through multiple structure grounds. It should be noted lightning strikes can also contact the earth directly, causing ground potential rise without any benefit of grounding. GPR due to ground wire connections on transmission structures is not a known issue of concern and is not a required testing or design data point required by any federal, state, or local safety or permitting requirements. GPR to the extent it might occur, would be highly dependent on the soil conditions, ground path resistance, and shield wire resistance at each transmission structure as well as the electrical system loading at any point in time. Comment noted. Cumulative potential impacts, including data centers, are discussed in Chapter 17.

Comment ID	Comment	Response
229	Making the Right Decision Regarding our Natural Resources is Vital: I am aware the DNR prefers The Purple Route over The Blue Route based on the need to remove trees for The Blue Route • I understand the regret of the removal of these trees. However, The Blue Route does not create the dangerous situation of double, parallel 345 kilovolt transmission lines, just 150ft apart, running through water! • The Sherco plant has a 1" copper cable 20-foot x 20-foot mesh that is tied to all bldg. structures, control cabinets and process equipment so that the ground potential rise across the bldg. site remains at zero. This is to prevent any radical energy events from injuring/harming humans, property or equipment. • Ground Potential Rise is a dangerous concern for humans, flora and fauna and the possible negative effects in such a scenario as designed in The Purple Route would be unconscionable without a proper EIS.	Map 9-10 has been updated to make it more clear where the project would be in relation to the 345-kV CapX line. Ground Potential Rise (GPR) is maximum electrical potential that a ground electrode may attain relative to a distant grounding point assumed to be at the potential of remote earth. GPR resulting from a transmission line is equal to the maximum current that would flow through a structure ground multiplied by the earth resistance. Under normal operating conditions, the potential value of overhead shield wires and structure grounds have a potential that are nearly identical to the potential of remote earth. The most common cause of current flow on a structure ground is a lightning strike on a transmission line. A lightning strike would typically contact the overhead shield wires, which dissipate the energy through multiple structure grounds. It should be noted lightning strikes can also contact the earth directly, causing ground potential rise without any benefit of grounding. GPR due to ground wire connections on transmission structures is not a known issue of concern and is not a required testing or design data point required by any federal, state, or local safety or permitting requirements. GPR to the extent it might occur, would be highly dependent on the soil conditions, ground path resistance, and shield wire resistance at each transmission structure as well as the electrical system loading at any point in time.
229	The MN DNR has supported the wrong decision before: ü Stocking common carp across lakes and rivers in Minnesota, an unfortunate introduction of an ecosystem-altering invasive species still problematic today on many of Minnesota's waters. From 1880 to 1890 ü Excessive groundwater use permitting near White Bear Lake - In November 2012, the White Bear Lake Restoration Association and the White Bear Lake Homeowners Association filed a suit in Ramsey County District Court alleging the DNR permitted too much groundwater use near White Bear Lake, causing the lake water levels to drop unacceptably. Litigation resulted in new permitting requirements in the area. ü Inadequate protection of the BWCA via Minnesota's longstanding nonferrous mine sitting rule as documented in the lawsuit filed by Northeastern Minnesotans for Wilderness and ongoing discussions.	The comment was not directed towards the content of the EIS.
229	Lack of Electrical System Security: In addition to my concerns regarding negative impacts to the Mississippi backwater/Tributary and the Fish Creek Basin Wetlands, I cannot understand how putting two HV transmission lines right next to each other and crossing each other increases electrical system security? The poles to cross over the existing CAPX lines will need to be 250 ft in the air and lit for aviation safety not only creating a nasty "eyesore" for the Great River Scenic Byway it creates a bull's eye for terrorist attacks.	Transmission line crossings are discussed in Section 5.8. Additional information to address crossings of the CapX Lines has been added to Section 5.8.
229	In closing, in this era of evaluating our energy sources by considering the full "cost" of that energy, which is why we are moving away from Sherco's coal production; we should not be allowing The Purple Route to be permitted with such insufficient testing and data concerning environmental impacts to humans, flora and fauna.. Comment includes maps and lab results of Fish Creek/Fish Creek Basin	Comment noted.

Comment ID	Comment	Response
229	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the Environmental Impact Statement (EIS) is vague. It does not specifically address the concerns brought forth by the public along the recommended routes (exception noted for the sixty-three route adjustments). As a landowner who spoke up January 31st, 2024, at the public meeting in Kimball, MN, Erin (henceforth, I) directly referenced The BioInitiative Report, which outlines multiple adverse effects and provides documentation of independent research. Area residents have asked for such adverse effects to be studied as part of the EIS. There is zero reference to this specific report in the appendices of the draft EIS, despite this resource being shared at a public meeting. There are plenty of references to things shared by the DNR, USDA, and even Xcel Energy, but little to nothing that was shared by the public. Why? Andrew Levi of the MN Dept. of Commerce now has the information for The BioInitiative Report, and I trust he will make certain it is looked at-however, I have doubts that it will have any bearing to decisions being made by the PUC. I have witnessed bias at both the October 30th , 2024, public hearing, and the earlier January 31st, 2024, public meeting (scoping comment period). It is also troublesome that there are some non-scientific sources cited as statements of fact, while scientific sources, such as those contained in multiple studies shared by landowners (cited in submitted testimony during the EIS scoping period, which can be found in the eDocket), were not included. Non-scientific sources should be removed and replaced with accurate information, including what was submitted by the public during the EIS scoping period. All studies submitted by the public should be cited in an additional appendix, at minimum. Please see Exhibits A & B included for factual study references and expected to be in the EIS findings henceforth. Please also see Exhibit D, which provides a minimal outline of adverse health concerns and updated research studies-further investigation of the studies outlining the adverse health concerns can be done online at the provided email address and explanation included on Exhibit D. It is not possible to attach over 1,000 pages of documentation that this vast report provides, but trust that enough information has been provided for your staff to find and print off the entirety of the report. Please ensure this document is uploaded with this affidavit.	Comment noted. The BioInitiative Report is not a peer-reviewed report. However, EERA staff did review the sources cited in the study. Additionally, the Commission previously considered the BioInitiative Report in prior dockets (TL-08-1474 and TL-12-1337) and concluded that the State's current standards are adequately protective of health and safety. For one example, in the Brookings to Hampton 345 kV Project, Docket TL-08-1474, one of the authors of the BioInitiative Report, Dr. Carpenter, presented testimony on behalf of a party which argued that magnetic field levels for that project would exceed safe exposure levels. Testimony was provided in opposition to Dr. Carpenter's opinion by Dr. Peter Valberg. After examining and weighing the competing testimony of Drs. Carpenter and Valberg, the administrative law judge and, ultimately, the Commission, determined that the state's current exposure standard for ELF EMF is adequately protective of human health and safety.
230	Exhibit A: "Electrostatic and Electromagnetic Effects of Overhead Transmission Lines," includes evidence that stray voltage does, in fact, travel at least one mile. from the transmission lines, and pulls to the north (see charts included in the study referencing current felt up to a mile). This is of great concern to us, not just for ourselves or the safety of our family-we are located approximately one mile north of the proposed purple route---but also for the people of MN; for friends, family, neighbors, community members, farmers, and businesses located north of the proposed route lines of the MNEC project, and the other three projects in the works. This study also connects the negative impacts these transmission lines have on those of us with heart conditions (that is three out of five of us in our household-me, Erin, and two of our children), as well as the dangers of transient shocks from these high voltage transmission lines. These lines, according to the data in Exhibit A, are detrimental to public health (p. 9-29 were of particular interest to me). What guidelines or requirements are in place to ensure that proper grounding will occur on this project? Who provides the oversight? This exhibit states that proper grounding is necessary to minimize the dangers of the electrostatic fields caused by these lines (including fencing, metal buildings, roofs, gutters, and vehicles). How will electrostatic fields be measured/tested? How will electrostatic fields continue to be measured and tested over time? How do these fields fluctuate on high humidity days? Whose responsibility is it to continue this level of monitoring? Who provides the oversight to make sure it is being done? Throughout this study, this phrase is repeated, "Due to the complex geometry ... (of buildings ... of vehicles) ... the shock current expression is difficult to calculate." This study bears evidence that the shock/currents, direct or transient, of the electrostatic fields of these high transmission lines are of valid concern and reason enough to halt the project. The study goes on to present evidence for the dangers of electromagnetic fields (starting at p. 35), including wet/moist soil versus dry soil (which raises questions regarding humidity levels in the air-how this increases the likelihood of electromagnetic induction). Again, what about in periods of high humidity in the air? Humidity in the air is cause for concern around these high-voltage transmission lines due to conductivity due to too much moisture in the air. Of particular concern to area residents is how this potential for arcing will impact not just residents, pets, or livestock along the route, but also agricultural implements (tractors with complex electrical/technical systems, irrigators, aerial applications ...).	Thank you for your comment. As noted in Section 2.7.6 of the EIS: The project must meet the requirements of the National Electrical Safety Code (NESC). Utilities must comply with the most recent edition of the NESC, as published by the Institute of Electrical and Electronics Engineers, Inc., and approved by the American National Standards Institute, when constructing new facilities or upgrading existing facilities (Minnesota Statute § 326B.35). The NESC is designed to protect human health and the environment, and it includes requirements for proper grounding. Electrostatic fields are mitigated by grounding of the line in accordance with the NESC. Air humidity does not impact ground resistivity. As noted on page 1 of Exhibit A, its purpose was to provide guidance, suggestions and recommendations for minimizing the electromagnetic induction effects on conductive objects in the vicinity of overhead transmission lines. The history of the NESC is summarized here: https://standards.ieee.org/wp-content/uploads/import/documents/other/nesc_history.pdf. It is considered an amalgamation of multiple historic documents as far back at the 1970's which is the date of Exhibit A. NESC section 214 requires inspections and tests of lines and equipment. The applicant maintains a quality control program to ensure these standards are being met during construction and operation.
230	This was brought up at both the Kimball public meeting and the Kimball public hearing, as well as at other meetings and hearings along the route. Farming is the livelihood of many being impacted by these lines. What right does the PUC have to not just infringe on property rights, but also the right to provide for our families? The question must be asked, how can these high voltage lines be considered safe, knowing stray voltage pulls north at least one mile due to the electromagnetic pull of the earth (Exhibit A)? How this will impact the safety of those who utilize Powder Ridge Winter Recreation Area, just north of the blue and purple route convergence? This facility has many tall metal structures for lift operations and snowmaking. What conductivity issues will be compounded by the necessary equipment to operate this business, which draws a needed revenue stream to our rural community throughout the year (weddings and other events), not just snow-related sports?	The Powder Ridge Winter Recreation Area has been added to the EIS (Section 11.2.8). The recreation area is outside the ROI for stray voltage and EMF. The region of influence is the geographic area where the project might exert some influence and is used as the basis for assessing potential impacts.

Comment ID	Comment	Response
230	Xcel Energy is not required by the PUC to pay mitigation costs to anyone along the route, nor are they required to hold liability insurance for anyone along the proposed route. They are not even being required to provide gaussmeters to impacted landowners along the route. The people of Minnesota are expected to simply ''take their word for it'' that EMF levels decrease to ''background levels'' after certain footage is attained away from the sag of the lines (note: that doesn't help anyone trying to maintain usage of their land, such as hunters or farmers, nor does it help wildlife). Even if gaussmeters were a required provision, what rights do residents have when harm is caused by these lines? There is much evidence that high voltage transmission lines, such as the ones being built for the MNEC project, pose serious health hazards to animals and humans. Yet the EIS claims that there is limited data on other areas of health.See Exhibit E: ''The Effect of Electrical Fields From High-Voltage Transmission Line on Cognitive, Biological, and Anatomical Changes in Male Rhesus macaque Monkeys Using MRI: A Case Report Study'' as just one of numerous study examples of adverse health effects; see page ''433'' and ''439'' for a quick summary of effects specific to this particular study's findings (an elevated risk of immunodeficiency disorders, weakness, and behavioral disorders). Numerous other studies were cited in this research as evidence of adverse health effects of EMF-pages ''434-435'' cites other studies of similar transmission lines and the serious hazards they cause (any type of blood cancer, abortion due to poor fetal implantation, neurological disorders, cognitive disorders, development of mental illness, bone marrow failure, leukemia). The public brought such concerns forward at the January 31st, 2024, public meeting in Kimball, MN. Xcel Energy's representative was happy to point out that after a certain distance, the EMF radiation caused by these fields drops to background levels. However, the research shows background levels are not safe (The BioInitiative Report presents numerous studies). Therefore, these lines are not safe for residents impacted by them.	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
230	Exhibit B: ''Electromagnetic Field Liability Protection Claims-Made Coverage Summary'' proves the residents of Kimball/Watkins Minnesota, and all the people of Minnesota impacted by these high voltage transmission lines, have a right to be concerned about the detrimental health impact of these lines. Special note has been made on page 2, section I ''Coverage'' but attention should be given to the entire exhibit. Residents near communities like Kimball/Watkins do not want these lines. Residents around these communities do not receive the benefit of service from these lines. Residents in this area cannot ''opt out'' of these transmission lines. Any dangers, or adverse effects, are being forced upon residents. A for-profit company such as Xcel Energy is benefitting from government subsidized projects/grants (paid for by tax dollars). They must be required to carry liability insurance for those in communities impacted by such lines. There are also several areas in Exhibit B of evidence referencing Real Estate Sales and devaluation (p. 5). This is a genuine and legitimate concern. For-profit companies like Xcel Energy may present prima facie with well-intended programs (like ''buy the farm''). But anyone with any kind of business savvy recognizes the truth-they are buying up prime agricultural land and residences at devalued prices-they cannot make a profit otherwise and would not be able to stay in business.	Comment noted.
230	''A 2018 study from the Journal of Real Estate Research found that vacant lots near high-voltage power lines sell for 44.9% less than equivalent lots that are not located near power lines. If you take a step back, a lot that is located within 1,000 feet of transmission lines tends to sell for 17.9% less.'' (from https://orchard.com/blogs/post/power-linesand- property-value; here is the link to the study referenced in the quote: (https://www.jstor.org/stable/26502343). Please note, this is a newer real estate study than the study referenced in the EIS (under ''Property Value Supplement;'' a 2010 study by Jackson and Pitts). Other projections put the estimated devaluation between 20-30% of the fair market value of the property. This is of special concern to us, as we own not one, but two properties impacted by these lines. How can any resident believe that they will receive fair market value with these findings? Who will require and ensure that Xcel does what they claim (offer fair value)? As pointed out above, Xcel Energy is a for-profit company. This means Xcel Energy's bottom-line is their priority, as is answering to their shareholders-not ''being fair'' to landowners who do not want to sell their land, their livelihood., or their family legacy. There is no just compensation. Maxim of law: Qui sent it commodum sentire debet et onus (''He who receives advantage must also bear the burden'').	Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement which has been updated to include reference to the article shared in this comment. The EIS indicates that impacts to property values can vary widely.

Comment ID	Comment	Response
230	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel Energy is not even planning to use this project as presented to the public. It was stated publicly at the January 31st, 2024, meeting in Kimball, MN that Xcel Energy knew there would be a deficit in energy with this project. However, they never mentioned at the meeting, that a little over a week prior, they submitted two applications for permits to build two natural gas plants at the beginning of the transmission line (near Garvin, MN); the permit filings according to Docket Number E002/CN-23-212 (submitted on January 22, 2024, by Xcel Energy). This was a deliberate action-transparency is of the utmost importance in such public-private enterprises. They deceived the people of MN by not sharing this information. By going through Sherco instead of building substations, or plants, near the area of need/use (Twin Cities Metro Area) and utilizing MNEC project transmission lines to make up their deficits, Xcel Energy can circumvent MISO permitting requirements. They are taking advantage of loopholes in the system and the public will suffer because of it. This is evidence of bias in the process in favor of for-profit companies like Xcel Energy to force public-private enterprises, such as the MN Energy Connection project, upon MN taxpayers. Where is accountability? This project is now projected to cost $1.279-$1.302 billion dollars-that is $4.4 million per mile! The MNEC project is just one offour similar projects in the works-there are lines being built from Mankato to Rochester, Big Stone SD to Alexandria (where it will go on the other side ofl-94), and from Grand Rapids, past the Brainerd Lakes Area, to St. Cloud/Foley to tie into Sherco. Think of the cost burden on taxpayers!	Comment noted.
230	The "Land of 10,000 Lakes" will soon become the "Land of 10,000 Poles". Is this good or right for Minnesota? No. It is reprehensible. It does not benefit the state, the people, or the economy. Furthermore, it is abhorrent that taxpayers are footing the bill for such projects through federal and state funding/grants! How many billions of dollars are being funneled through these four projects-just here in MN? To reach zero-emissions by 2040, though it is not even possible! What other projects are happening nationwide? Here is just one example of the ridiculous wastefulness, locally: over 1,700 acres of prime agricultural land has been taken out of production to install solar panels on the along Hwy. 10 outside Becker, MN near the Sherco substation. Even a middle school student understands that the production of solar panels negates any efforts being made to be carbon neutral, not to mention the build process itself, or once the panels are no longer producing and must be disposed of (spoiler alert: they are considered hazardous waste at that point). An "expert" from Xcel Energy gave testimony on October 30th, 2024, hearing in Kimball, MN that ten years ago they were looking to retrofit Sherco to be a natural gas plant-an actual "clean" alternative-yet they decided there was "no need". Such plans are based on business projections, and they knew-these plans were not happening in a vacuum and are years and years in the works (if not decades). It is quite simple once you dig into the research. The people of MN suspect the decision to not retrofit Sherco was made for this reason: "green energy" would increase Xcel Energy's profit margins far above a retrofit, so the natural gas idea was scrapped. This calls into question the certificate of need.	Comment noted.
230	Natural gas would meet the need (the EIS points this out------see response to question four), and the massive quantities of land gobbled up by solar panels is evidence more could be done around the location of Sherco, tying into the existing infrastructure, and saving massive amounts of money, time, and effort (& thus nullifying the need to apply for two permits outside of Garvin, MN to tie into the MNEC project). This leads anyone in the public sphere paying attention to the "green energy" movement, as well as to which entities are the main investors of Xcel Energy, to call into question the validity of the claim that solar and wind generation is the best decision for the people of MN. A for-profit company is being allowed to rob American citizens through state-sanctioned theft in the guise of private-public enterprise.	Comment noted.
230	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data is needed, but certainly not limited to, the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. The draft EIS is too vague on these issues-if there is not enough data to definitively answer these concerns, the project must be halted and studies done to clarify. No one is expendable here. Factum infectumfieri aequit. We cannot just undo the damage once it has been done, and the environmental damage must exist if the DNR will not allow a single transmission pole on state ground. Therefore, it is not a leap in judgment to deduce that if the DNR thinks it is bad for habitat/environment to have any transmission line poles on MN state land, then it is not good for human beings either. No permit. No route. Actori incumbit onus probani ... The State of Minnesota and its private partner, Xcel Energy, "bear the burden of the proof' of no harm. As pointed out above, one of Xcel Energy's "experts" stated on record, at the public hearing in Kimball on October 30th, 2024, that approximately 10 years ago Xcel Energy looked at retrofitting Sherco to operate as a natural gas plant but decided against it as there was "no need".	Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures. The purpose of an EIS is to disclose potential environmental impacts and mitigation measures. The Commission then weighs these impacts against the decision criteria in Minnesota Rules, chapter 7850. "No harm" is not a listed criteria.

Comment ID	Comment	Response
230	According to the MN PUC there is a need, and the law now requires it. Xcel Energy must be required to retrofit Sherco into a natural gas plant. They must be required to build any additional transmission lines directly from the wind turbines they wish to connect to in southwest MN to the Twin Cities Metro in the shortest distance possible. The Hwy. 12 corridor is logical-that would bring lines into Minnetonka. It is reasonable and responsible for the population that benefits from the service to share the burden (Cujus est commodum ejus est onus). Additionally, as pointed out in comments taken during the scoping period, rooftops across the Twin Cities Metro Area should be utilized for solar power generation in this area of alleged high need. Exhibit I: "2022 General Election for Governor, Walz-Jensen Margin by Precinct Official Results" from the Secretary of State's Elections Division, December 2022 shows that the areas where the MNEC project transmission lines will be built did not vote for such partisan projects as the MNEC, but clearly, the Twin Cities Metro did. Let them bear the burden of their choices.	Comment noted.
230	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. The Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles, while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Here is a fact: Per the Minnesota Public Utilities Commission order on August 10, 2023, line loss on this Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. To anyone being honest about these numbers, this project is irresponsible and wasteful of the people of Minnesota's tax-dollars. If the goal is to reduce our carbon footprint, ideally to reach zero emissions, how does this even make sense? That is 2 to 3 % in power generation through this project's plan, once these numbers are balanced. Couple that with what is known about the large-carbon footprint required to manufacture wind turbines, solar panels, concrete ... not to mention the build process AND disposal of "decommissioned" turbines and panels-this entire project is illogical. It is fiscally irresponsible. It certainly is not sustainable or "green." The project, as currently planned and projected, is not meeting the purpose for which these laws were written, therefore, should not proceed.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
230	It is worth noting that a feasible alternative for this project exists: natural gas. In fact, on page sixty-three of the MN Department of Commerce's EIS statement, this is clearly stated, "[Natural gas] alternative is both feasible and available." You can find this under section 4.2.6.2.2 "Natural Gas." Furthermore," ... given the purpose of this project as stated in the scoping decision (Appendix A), this system alternative meets the purpose of the project to interconnect new generation sources to the Sherco substation." Area residents are not the only ones who see this project for the irresponsible, fiscally wasteful, unsustainable project that it is-the North Dakota Industrial Commission agrees. See Exhibit C: North Dakota Industrial Commission (NDIC) Letter, to Will Seuffert the Executive Secretary of the MN PUC dated June 26th , 2024. This letter is a hard-hitting, honest assessment of recent MN statutes regarding renewable energy and carbon-free standards that not only negatively impact MN residents, but also our neighboring states. The NDIC states its deep concerns over these decisions, and specifically references Minn. Stat. 216B.1691 and its violations, including directly contravening the Commerce Clause.	Comment noted.
230	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither route is a solution to the future energy needs for Minnesotans. Allow us a personal connection point to illustrate: We recently had a meeting with our insurance company. In this meeting we learned that Minnesota has been deemed a "high hail risk" state. As such, whole-house insurance is no longer an option for homeowners, unless grandfathered in. If insurance companies recognize that it not fiscally responsible, nor feasible, to stay in business by offering whole-house insurance coverage for hail, why are Minnesotan taxpayers being expected to bear the burden and foot the hefty bill for such unsustainable "green" energy practices? As stated under question three and four, it is illogical, irresponsible, reprehensible, and abhorrent-this is being forced on the People. The MN Energy Connection project is doomed to be a colossal, expensive failure-the evidence is there by simply looking around the world, with rolling blackouts here at home in CA and TX to across the globe in Germany. "Green" energy is neither green, nor sustainable. Minnesotans deserve better, especially since we are being forced to pay for partisan required projects. Frankly, the burden of proof that this project is sustainable, safe, and effective to meet the needs of the applicant's permit has not been proven. No route. No permit. This entire project needs to be scrapped-certificate of need has not been proven. More feasible options, such as natural gas, need to be considered as a more reliable alternative-closer to the area of need, as noted in the draft EIS. Retrofit Sherco.	Comment noted.

Comment ID	Comment	Response
230	Further comments regarding the MNEC: Exhibit F: "Constitution Annotated: Analysis and Interpretation of the U.S. Constitution, 'Amdt5.9.l Overview of the Takings Clause"' Exhibit G: "National Constitution Center: Interpretation & Debate 'The Fifth Amendment Takings Clause" Common Law, not civil law, applies to situations as outlined in the last paragraph of question one (people being forced to sell, because they have already been threatened with "eminent domain" (as mentioned above). The Fifth Amendment of the U.S. Constitution makes provision to bar government (including any of its agencies) from taking private property for public use absent of just compensation. As outlined in question one, 18-45% devaluation of real estate is hardly "just compensation". There is no oversight given to ensure 'just compensation" will occur, as evidenced in our October 30th, 2024, public hearing. Xcel Energy is allowed to utilize their own "experts" in this matter-no protections or provisions outlining true "fair market value" will result, which is how to define "just compensation" for a home. But what about agricultural land and family farms? There is no 'just compensation" to someone's legacy. Note in Exhibit F the Takings Clause is "[grounded] in 'natural equity"' and described as 'a principle of universal law"' (p. 1). It is an unalienable right. And this is NOT limited to just the taking of property, but the Fifth Amendment also applies provision to those "whose (property] use and enjoyment of such property is interfered with." Again, who defines what is 'just" compensation? Who will enforce it? Who provides the oversight to ensure justice occurs?	Comment noted.
230	There is a purposeful bias against landowners in this case. The PUC knows landowners cannot afford to fight for their Constitutional Rights in court. An argument can be made they are taking advantage of landowners and giving preferential treatment to Xcel Energy in this matter, just as they helped Xcel Energy hide the fact that they applied for two permits to build natural gas plants outside Garvin, MN. How is this process not biased in favor of Xcel Energy? Furthermore, Exhibit F and Exhibit G point out the precedence in favor of landowners, which was established in Armstrong V United States (1960), whereas the Supreme Court wrote, "The Fifth Amendment's [Takings Clause] ... was designed to bar Government from forcing some people alone to bear public burdens which, in all fairness and justice, should be borne by the public as a whole." "Should be borne by the public as a whole," yet not a single pole will be on any MN state land. This was pointed out by a Meeker County Commissioner at the public hearing in Kimball on October 30th , 2024. No one on the hearing panel refuted or corrected this claim. Maxim of Law: Qui non habet improbat, approbat ("He who does not disprove, approves").	Comment noted.
230	This is a violation of MN law. Exhibit H: "Minnesota Statutes 2024: 2161.26 Rules" states, "A rule adopted by the commission must not grant priority to state-owned wildlife management areas over agricultural lands in designation of route avoidance." The PUC takes an oath-to uphold the Constitution of the United States and the State of Minnesota. Their oath: "J do solemnly swear that I will support the Constitution of the United States, the constitution of this state; that I will faithfully discharge my duties as commissioner of the Public Utilities Commission according to the best of my ability; and that I am not in the employ of or holding any official relation to or pecuniarily interested in any individual proprietorship, firm, co-partnership, corporation or association, the activities of which are wholly or partially subject to regulation by the Public Utilities Commission; nor do I serve on or under any committee of any political party. " https :/ /www.revisor.mn. e:ov/statutes/ cite/2 I 6A. 03# :~:text=%221%20do%20solemnly%2 0swear%20that,any%20official%20relation%20to%20or The PUC has broken its oath. Exhibit M: Article 1, Section 15 of the MN Constitution. The representative from the PUC at the Kimball public meeting on January 31st, 2024, willingly tossed out the phrase 'eminent domain'. As pointed out above, according to Armstrong v. United States (1960), the Supreme Court wrote: "The Fifth Amendment's [Takings Clause] ... was designed to bar the Government from forcing some people alone to bear public burdens which, in all fairness and justice, should be borne by the public as a whole." (see Exhibit G).	Comment noted. The applicant voluntarily chose not to route its alternatives within DNR lands.
230	Clearly, the representative of the PUC had no problem infringing upon Constitutionally protected rights of landowners as outlined in Article 5 of the US Constitution when he threatened community residents/landowners with eminent domain at the public meeting January 31 st, 2024, as well as the representative from Xcel Energy (he parroted the same information). As he represented the PUC at this public hearing, one could infer the entire PUC is of the same opinion. Yet they took an oath to uphold the Constitution, which includes Article 5. This violates their oath. It violates our state and national Constitutions. What evidence can be provided to the public that those appointed to the PUC are not compromised? We genuinely want to believe that they are working to the best of their ability to do what is best for MN residents. The evidence is stacking up against them. A private company stands to profit heavily from such a project as the MN Energy Connection. The Certificate of Need is in question. Data and transparency are lacking. Who is responsible for investigating such matters on behalf of all landowners and affected community residents and business owners, as well as public shareholders, along the 174 miles of the MN Energy Connection Transmission Line? Transparency is key in such matters. The PUC took an oath to uphold the US Constitution. The permit filings according to Docket Number E002/CN-23-212 (submitted on January 22, 2024, by Xcel Energy) was withheld from us at the Kimball public hearing explaining the scope of this project, therefore denying the public of full understanding of the true use and nature of these transmission lines, preventing us from contesting the certificate of need. Again, this demonstrates bias in favor of Xcel Energy and violates the oath taken by PUC members.	Comment noted. The regulatory framework under which the EIS was completed and this process is following is described in Chapter 2 of the EIS.

Comment ID	Comment	Response
230	Additionally, the process is biased against landowners. Exhibit J: "email response from Shaddix Reporters." Please note the cost for January 31 51, 2024, public meeting. It is exorbitant for an electronic document to cost over $120, especially for information that should be free to the public. Furthermore, note the timeframe in which the transcript for the October 30th, 2024, public hearing will be available: on or about November 25th. That is unacceptable. The commenting period for the public hearing in this case closes November 25th, making it impossible for any member of the public contesting these transmission lines to use the transcript of the meeting as evidence in their comments. Even worse, eDockets was closed from 5:00 p.m. Friday, November 15th - 8:00 a.m. Monday, November 18th for accessing files or posting comments (see Exhibit L). A convincing argument can be made this was done purposefully and is further bias in favor of Xcel Energy in this process.	Comment noted. EERA staff asked the applicant to purchase 11 copies of the public transcripts and distribute them to local libraries and the applicant agreed.
230	In summary: The EIS is incomplete. There is a need for more data regarding this project. The EIS also uses outdated information regarding property valuations (percentages in favor of the for profit company, not the public). Studies shared by the public were not noted in appendices. These studies demonstrate these lines are a public health concern. The EIS cites feasible alternatives to the current project. Xcel Energy is on record that Sherco was not retrofitted for natural gas because there was "no need," yet the opposite is implied in this process. Convincing argument can be made there is a lack of evidence this project even meets the certificate of need (sine qua non; "without which nothing"). The MNEC is fiscally irresponsible, as it will only generate 2-3% power after line loss. The project is insufficient and unsustainable, otherwise there would be no need for Xcel Energy to apply for two permits for natural gas plants at the beginning of the line. There is bias favoring Xcel Energy in this process. There is a lack of oversight and a lack of transparency in the process. Minnesota statutes appear to be violated. Protections granted to The People by the MN & U.S. Constitutions are being violated. NDIC, part of MISO, has shared their concerns and is being ignored.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
230	The Office of the Legislative Auditor wrote a ninety-eight-page evaluation report in 2020 on the "Public Utilities Commission's Public Participation Processes" (see Exhibit K, which is fully available online for your staff to upload to the eDocket-we will look for it there-at https://www.auditor.leg.state.rnn.us/ped/pedrep/puc2020.pdf). Problems such as lack of oversight and transparency have been a problem before, as shown in this report demonstrated by the inclusion of recommendations to the MN PUC. This only emphasizes the need for some kind of oversight or investigation into the MNEC project. This process is, at best, biased, at worse, corrupted. Either way, it is unacceptable. The MNEC project must be halted and these matters addressed. Sherco must be retrofitted for natural gas, or preserved as coal powered. Actori incumbit onus probani is on the MN PUC as outlined in this affidavit. Twin Cities Metro Area residents must bear the burden of their electrical needs with route lines coming through their area, and any additional substations or plants must be built closer to the use/service area of receipt. No Permit. No route. No MNEC project. Out-state Minnesota residents deserve better.	Comment noted.
230	Comment includes the following exhibits: A) Electromagnetic Field Liability Protection Claims B) Electrostatic and Electromagnetic effects of Overhead transmission lines C) North Dakota Industrial Commission Letter June 26th 2024 D) BioInitiative 2012 - A Rationale for Biologically-based Exposure Standards for Low-Intensity Electromagnetic Radiation E) The Effect of Electrical Fields from High-voltage Transmission Line on Cognitive, Biological, and Anatomical Changes in Male Rhesus macaque Monkeys Using MRI: A Case Report Study (Basic and Clinical Neuroscience 2022 Volume 13, Number 4) F) Constitution Annotated - Analysis and Interpretation of the U.S. Constitution (Amdt5.9.1 Overview of Takings Clause - Fifth Amendment) G) National Constitution Center - Interpretation and Debate: The Fifth Amendment Takings Clause H) Minnesota Statutes 2024 2161.26 RULES I) 2022 General Election for Governor - Walz-Jensen Margin by Precinct Official Results J) Email exchange between the commenter and Shaddix Reporters requesting meeting transcripts. K) Public Utilities Commission's Public Participation Processes - 2020 Evaluation Report L) Screenshot of eDockets page noting that the system would be down Friday Nov. 15 at 5 pm and would reopen Mon. Nov. 18 at 8 am. M) Minnesota Constitution	Comment noted.

Comment ID	Comment	Response
231	First of all, these transmission lines should not even be considered in Redwood County, i.e.: Gales and Johnsonville townships. None of this electricity is benefitting this area as it is all being routed to the cities.	Thank you for your comment and participating in the permitting process. The Project is proposed to interconnect new renewable generation to replace generation due to the retirement of the coal units at the Sherburne County Generating Station (Sherco) in Becker, MN which is connected to the larger Eastern Interconnection Grid. Xcel Energy plans its system jointly with Northern States Power Company, a Wisconsin corporation, covering the portions of the states of North Dakota, South Dakota, Minnesota, Wisconsin, and Michigan (the NSP System). The Project will interconnect generation to serve the NSP System in the Upper Midwest, not solely the metropolitan area.
231	I personally know of a gal whose health was impacted by a transmission line that went up across from their home. She was a very healthy individual who developed seizures shortly after this was up and running. I have also done my own personal research on stray voltage and its harmful effects on wildlife. It causes birth defects, miscarriages, and anxiety among other things causing the wildlife to move out of the area.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
231	This proposed route will affect 3 families with young children who live within literally feet of these lines!! Would you like one of these 75 feet from your home? When there is absolutely no reason for it to be out here?!? Our land out here was meant to be used for crops and livestock in order to feed our population. Whose stupid insane idea was it to spend millions of dollars out here so you could ship it up to the Cities? Don't tell us the wind doesn't blow up there - we are not stupid!! Yes, I know we are talking here about the transmission lines, but they are being used for routing the electricity from the windmills and solar farms.	Comment noted.
231	If this is granted in our area, the improved blue route segment that residents along part of this segment would prefer is to have it run along 210 St. in Redwood Co., Gales, and Johnsonville townships vs. County Highway 4, but we are 100% against this proposal.	Comment noted.
232	I am opposed to the proposed purple route for the Xcel high voltage transmission line, specifically the alternate route section #206 that would have the line run along 220th St. and County Road 67 in Lyon County, Sodus Township section 4. I own and live on approximately 10 acres at the intersection of 220th St. and CR 67. This proposed alternate route would have the transmission lines run the complete length of the north and west sides of my property, within 170 feet of my house, and splitting directly between mine and my neighbors house. Additionally, it would place the lines within close proximity to four of my neighbors permanent residences. This would directly impact our families by subjecting us to the negative athetotic and noise associated with these line. We live in the county to get away from these things. It would also decrease our property values by a considerable amount, a decrease of $100,000+. These lines do not benefit us so why should we be expected to pay this price. If the overall goal is to run these lines with minimal impact to residents and the environment why was this alternate route even considered when it would cause a direct negative impact to an additional five families who would have to live next to these lines? I urge the commission to not consider or authorize this alternate route. Thank you for your time and consideration.	Thank you for your comment and participating in the permitting process.
233	This comment pertains to Meeker County, Swede Grove township, sections 11 & 12: The proposed pink route that would follow 1-mile north on MN-HWY 4 and approximately 3 miles east along CR-16 has by far the most negative impacts. This route is within close proximity of six homes. Due to more corners in the line, this would result in even more poles than necessary. The pink route already has existing overhead 3-phase line and internet which would force the proposed pink line further into landowner property. Clearly, this pink route causes more disruption, cost and overall ill effects. There are benefits to the preferred blue route. Some of those benefits include that this route is much more direct and straight forward. This line has the least amount of impact on primarily homes and landowners. The purple route has negatives yet has less impact than the pink route. Please take a moment to imagine your current home and family being forever changed by the force of high voltage transmission line.	Thank you for your comment and participating in the permitting process.
234	I am writing in opposition to the proposed Purple Route of the Minnesota Energy Connection Project, a route proposed by Xcel Energy. The purple route would bisect my property in half, destroying the wetlands, wildlife, and the Fairhaven Creek (home to brook trout). There is a breeding pair of fisher cats on my property which would be displaced, and I believe would then be gone forever. I am totally opposed to the purple route as a possibility for Xcel's transmission line. I implore the Minnesota Public Utilities Commission to consider alternatives to the purple route for a new transmission line. The impact on the environment would be severe and irreversible. There must be a better solution.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning surface waters (including designated trout streams, such as Fairhaven Creek), wildlife, and wetlands are discussed in Sections 5.6.9, 5.6.11, and 5.6.12, respectively. Section 5.6.12 discusses potential displacement to wildlife during construction and has been updated to acknowledge that some wildlife may not return following construction.
235	I would like you to take this into consideration, Excel is selling property to Amazon for a large profit. They should put solar panels on their land instead of taking farmland from country folks. I sure Excel doesn't want that, they just want to take other people's land. They are EVIL. This is in regards to the powerline from Sherco to southern Minnesota. https://www.startribune.com/amazon-data-center-xcel-sherco-beckerminnesota/601180310	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
236	Commenting on behalf of the residents of Gales and Johnsonville Townships, Redwood County, MN. We propose abandoning Route Segments 219 and 211 of the proposed Blue Route. We have suggested an improved alternative route that would be better for the environment, the project, and the residents. Attached is a petition which includes directly affected residents of the Blue Route and a map of our improved suggested route.	Thank you for your comment and participating in the permitting process. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
236	We the people of Gales township and Johnsonville township, of Redwood County, MN propose abandoning Route Segments 219 and 211. Instead, we propose that when the Blue Route of the transmission line meets Redwood County Hwy 8, it would go North 1.5 miles, crossing the Cottonwood River, and turn East at County Road 55/210th Street for 5.5 miles before connecting with the existing Preferred Blue Route. Attached is a map of our proposal of an improved blue route and a petition of property owners and homeowners along the Route Segments of 219 and 211.	Comment noted. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
236	The Impacts: Environmental; Wildlife; Route length; People; Homes Pros of moving transmission line North to County Road 55 : -Shorter route -One mile less transmission line. -2.5 miles less of existing power line competing for right of way. -On a well-maintained county gravel road for easy maintenance, with very low traffic. 35 vehicles/day in 2019 according to MN Dot traffic mapping website. -Goes past less wetland areas and much less wildlife areas. -Crosses the Cottonwood River instead of following. -Crosses 2 dredge ditches with no wetlands surrounding them. -Along that route there would be only 2 residences within variance distance. Neither of whom have small children. Cons of transmission line staying South on Route Segments 219 and 211: -Transmission line heads in the wrong direction. -5.5 miles of existing power line competing for right of way. -Highly traveled paved road. 150 vehicles/day in 2019 according to MN Dot traffic mapping website. -Follows the Cottonwood River and many wetlands. -Crosses 2 streams with surrounding wetlands/valleys. -South route contains at least 4 residences within variance distance. At least 3 of whom have small children under the age of 5.	Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process. Section 7.9.3 compares the potential impacts of Route Segments 211 and 219 versus their Blue Route equivalent.
236	Comment letter includes a petition signed by 35 people that states the following: The people signing this petition either live near to or own property that will be affected by the transmission line that is proposed to run along County Highway 4 in Redwood county through Gales and Johnsonville townships. Signees vastly disapprove of proposed route and prefer a route running 2 miles North along 210th Street in Redwood county through Gales and Johnsonville townships.	Comment noted.
237	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: The Environmental Impact State while lengthy is vague in its descriptions of a number of areas: 1) Human Health & Safety Impact More study needs to be done on the real impact to the health of the rural residents that this high voltage power line will impact. A recent study titled Exposure to Electromagnetic Fields of High Voltage Overhead Power Lines and Female Infertility showed an increase risk of infertility in women based on living within 1000 meters of a high voltage power line with the greatest impact for persons within 500 meters. Many of the houses in our nearby area are within 500 meters of the high voltage lines proposed route. https://pmc.ncbi.nlm.nih.gov/articles/PMC6522214/?fbclid=IwY2x;awGiRSFleH%20RuA2FlbQixMOABHfbs0c2mO3S2tkymHYiSoPXvgMDH0IIYVcucCdtDPovLJpaa%20M9M3loHGqw%20aem%20f4w7Sl%20k%20B86DO07LTWC%203g Another paper from the United Kingdom Is living near power lines bad for our health? discusses a number of studies that show an increased risk of leukemia in children that live near power lines. https://bcmj.org/bccdc/living-near-power-lines-bad-our-health Rural residents already are subjected to reduced access to health care, have a greater risk of chronic health conditions and are more likely to be living in poverty compared to other populations. Additional health risks should be investigated and described in the EIS. Sitting in the project meetings and having discussions with neighbors and other impacted, the project has created a large amount of emotional stress and fear for the future. The mental health of the community has declined already due to the project and I would be concerned with increased levels of depression and suicide in relation to the loss that people perceive. This decline in mental health is evident in reading the submitted stories of others that have worked hard for their land or value the nature and views.	Thank you for your comment Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. The cited sources were reviewed as part of the compilation of Appendix J, and the information provided in the supplement now addresses fertility concerns. Staff notes that because of "the cross-sectional nature of the [Iran] study design did not permit assessment of the temporal and thus potentially causal relation of the exposure and infertility."

Comment ID	Comment	Response
237	2) Social Impact Impact to each landowners and neighbors along the route. Each of those impacted by the route have their own reason to be living where they are and this high voltage power line will impact them every day from the time it is built. Some because of family history and others because they wanted to live on land that is not impacted in the way that a high voltage powerline will change their view and put restrictions upon their use of the land. I have walked along other high voltage lines and listened to the hum that is audible from the ground. It is a stark contrast to the quiet that I have walking on my property now. The impact to my land will includes the clearing of trees that I planted with my wife and son 20 years ago which will not likely be able to be returned to its original condition as listed as an option in the EIS. I will also have a feeling of loss as I see my property an extension of who I am and what I value. A high voltage power line, is not part of who I am. There should be study and data on the impact to the community along the route.	Comment noted. As stated in Section 5.6.10.2, trees would be permanently removed from the ROW and would not be allowed to regrow.
237	3) Property Value Compensation and Loss of Services The decrease in property value is estimated in the EIS report at around 10 percent. While this may be the case for a bare piece of farmland adjacent to the line. A true study should be done to know the differences in loss for houses and farms adjacent to a high voltage power lines. Other estimates of 15-30% losses in value have been reported depending on the size of the property and proximity to the high voltage line. How this decreased property value will be made whole to the people impacted both with high voltage lines on their property and those in proximity to it. A total project projection of the impact of initial value loss and decreases in future gain should be detailed in the EIS and how decrease in property value will affect people in our rural communities. Each impacted owner along the route should be provided this information so that they can make decisions. Another concern is the impact of our ability to have access to line of site Wi-Fi in our location after the project is put in place. Having high speed internet is necessary for my wife's job as a high school teacher and my children's ability to complete their school work. Having a hard wired internet would cost over $10,000 to be dug in to our home so our only alternative was line of site Wifi which will be disrupted by the proposed line. How the line will impact this service and if it does, knowing how the service will be made whole for our family and others in our community. While my family and many families utilize line of sight wifi, many of my neighbors still rely on antenna signals to get their TV and radio signals which from my research will also be impacted, removing an important source of connection to the world, news and entertainment for these older individuals.	Section 5.2.7 discusses the variability in potential impacts to property values. Section 5.3.6.3 states that a Minnesota Public Utilities Commission. routing permit typically addresses electronic interference as follows, "If interference with radio or television, satellite, wireless internet, GPS-based agriculture navigation systems or other communication devices is caused by the presence or operation of the Transmission Facility, the Permittee shall take whatever action is necessary to restore or provide reception equivalent to reception levels in the immediate area just prior to the construction of the Transmission Facility."
237	4) Wildlife Impact While discussing in a very limited table the impact to wildlife and describes a number of habitats set aside for wildlife, there is a wide range of animals that inhabit the areas along the proposed routes. The crane that I have watched for the past 5 years that travels each night between Clear Lake, across my property and Northward to where it spends its night will be impacted along with many other animals that we do not monitor. Large flocks of non-game birds gather in our fields each fall before continuing to travel South. While wildlife management areas focus on game birds and recreational hunting, I would like to know how these lines will impact their migratory path and their return to our area each year.	As discussed in Section 5.6.12, potential impacts to wildlife, including birds, depends on the species, their tolerance levels, and the impacts that occur to their habitat (e.g. converting from forested to open habitat versus routing through already open habitat). This section also discusses the potential for collisions/electrocutions of avian species with the lines and mitigation measures for those potential impacts. Information regarding the presence of migratory paths along the routes has been added to Section 5.6.12.
237	5) Pollinator Impact My apiary, which is small in comparison to others along the route, provides my family and friends with honey and pollination for a two to three mile radius from our farm. I would like to know how these bees will be affected as well as the monarchs and other pollinators that gather in our 25 acres of native grasses and flowers each summer.	A discussion of potential impacts to apiaries has been added to Section 5.4 of the EIS.
237	6) Stray Voltage and Other Hazards I currently have beef cattle that use high tensil electric wires as fencing. My fencing will run parallel and approximately 150 feet from the proposed high voltage lines route. The Bonneville Power Administion in Portland Oregon states that these lines can be energized due to proximity to the power lines which will pose a danger for my rotational grazing practice that involves moving temporary fencing that attaches to our perimeter fence. My retirement plan was to have a small dairy to make artisan cheeses. I have been told by other dairy farmers that stray voltage will affect milk production and the health of my future herd.	Potential impacts to cattle are discussed in Section 5.4.2.1.

Comment ID	Comment	Response
237	7) More information on other alternatives to generation closer to Minneapolis-St Paul. As the need for this line is to generate power to those living in Minneapolis and St Paul. more focus should be spent on how it could be generated closer to the need and impact them so that they can appreciate the power that they have. I have both wind and solar power on my land. My 1 Ok W wind and 6 kW of solar is my own way of trying to take care of myself and decrease need for power that in the case of our electric generator comes all the way from North Dakota. In my travels to Germany, every available roof and structure that can support a solar panel has one. parking lots have solar panels providing shade and protection for cars. Reuters states that Germany creates 55% of its energy needs from green energy. Newer wind technology that uses vibration vs blades can be engineered for buildings that can catch the wind in downtown corridors. Excel recently opened a 710 megawatt solar plant at Sherco, replacing the capacity of one of its coal plants showing that this can be done. Excel also recently announced it broke ground on a battery project to store additional energy and has two additional battery projects in planning. While not green energy, the natural gas option is stated in the EIS report as available and feasible. As our new presidential administration has a focus on increasing our energy production. Natural gas may continue to be a viable option while producing less greenhouse gases than coal according to the Center for Liquified Gas. While there have been concerns about older nuclear facilities, newer technology including advanced fuel design and small modular nuclear reactors could provide longer and cleaner sources of electricity will a smaller impact than the high voltage power line with less loss of power due to shorter transmission. While this would require a legislative change to the existing moratorium, this should be investigated instead of being set aside.	Alternatives to the project are discussed in Chapter 4. Those alternatives not specifically listed in the scoping decision are out of scope and were not studied as part of this EIS.
237	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. The areas of concern that I have outlined above are just a few of the concerns I have seen by reading the responses of others. Reading the docket, I have seen nearly uniform opposition for the project from the community. There are better and more efficient methods for getting energy explained in the alternative options of the EIS to the Twin Cities without this project. As another responder has written "It is the Commission's responsibility to uphold the wishes of the public, not the interests of a power company. Commissioners have sworn an oath (Minnesota Statute 216A. 03, Subd 4) to faithfully discharge their duties, support the Constitution, and remain free from any pecuniary interest in the entities they regulate. This oath underscores their obligation to prioritize the well-being and interests of the community members who will bear the brunt of the project's impact. Favoring the power line company over the overwhelming opposition from the public would not only disregard the community's concerns but also breach the commissioners' sworn commitment to serve impartially and with integrity. " I do not see a way that this project is in the public's interest given alternative options available.	Comment noted.
237	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, financial impact on people living in proximity to the project, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. An independent third party should be brought in to review the project and provide a non-biased analysis of the proposed project that would take into account the missing or incompleted variables in the EIS.	Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures. Comment noted.
237	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. The Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles, while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota Public Utilities Commission order on August 10, 2023, line loss on this Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. We should be looking at ways to generate power closer to the need, not just for this project but all future projects. A large population that does not participate in creating solutions to energy needs will only grow to require even more outside resources.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
237	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither route is a good solution to the future energy needs for Minnesotans. Making a person choose a route that would negatively impact another person's life over ones own life is not a fair question. The best alternative is to utilize the resources already available to energy production including natural gas and investigating other ways of producing green energy closer to the location of need, the Minneapolis/St Paul metro area.	Comment noted.
237	Comment includes pages from the following documents: Exposure to Electromagnetic Fields of High Voltage Overhead Power Lines and Female Infertility (Esmailzadeh et al. 2019 Vol 10:1, International Journal of Occupational and Environmental Medicine) Is living near power lines bad for our health? (Copes and Barn. 2008 Vol 50:9 BC Medical Journal) Living and working safely around high-voltage power lines. (Bonneville Power Administration (no date)	The cited sources were reviewed as part of the compilation of Appendix J, and the information provided in the supplement now addresses fertility concerns.

Comment ID	Comment	Response
238	Please vote NO to granting a certificate of need for the project! In regard to the Xcel line that is expected to be installed in our immediate area, it is my hope that you vote NO to the plan in general. At least consider the purple route. We do not benefit from the line passing by us. Therefore we should not have to deal with the negative effects of the line. To name a few: noise from the line, static interference, the loss of farmland, and inconvenience of farming around the poles, a forever change to the land from construction and installation, eye sore of the towers and stray voltage - the line is to close to our farmsite with our 3 grandchildren! We do not want to live anywhere near these towers! Southwest Minnesota does not receive anything from these towers. We aren't even paid to look at them - the resources such as land and wind in our area should be used by the people in the area for our benefit not someone 150 miles away. Vote No!!	Thank you for your comment and participating in the permitting process.
239	My comments are in response to the proposed transmission line routing from southwest Minnesota to Becker addressed by TL-22-131. I am a land owner along one of the proposed routes. 1. The alterative route recently preferred by Excel in their Sept 8th document crosses our land in Section 13 of Gales Township. This land is low land in the Cottonwood River valley. This land has in large part been designated as wetlands by various federal agencies and as such can not be manipulated to raise food. Thus this land should also be avoided to reduce environmental damage.	Thank you for your comment and participating in the permitting process.
239	2. The alternative route recently preferred by Excel in their Sept 8th document running along County Road 4 comes within 1/2 mile of an established and well known eagles nest. The federal government has gone to great lengths to protect eagles. It would seem appropriate for Excel and the State of Minnesota to do the same.	Additional information concerning potential impacts and mitigation measures associated with bald eagles was added to the final EIS.
239	3. The alternative route preferred by Excel in their Sept 8th document which runs along County Road 4 comes dangerously close to several occupied homes with small children. Concern for the safety and health of all people, especially children, should be demonstrated by more aggressively avoiding home sites.	Comment noted.
239	As a result, it would be appropriate for Excel to select a different route through Gales Township. A suggested approach is to relocate the planned transmission line to run along County Road 55, also shown as 210th street.	Comment noted. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
239	The best approach is to develop "alternative energy sources" closer to the 7 county metro demand. Locating alternative energy source within the 7 county metro area would align production with demand, greatly reduce cost and avoid the damaging affects of a transmission line across width of the state of Minnesota.	Comment noted.
240	Our relation to this matter is that the purposed route for the power line is close to our home. The line would be estimated 440 feet from our home, were our young growing family lives. I have concerns about how this power line could effect the health of my children in the short and long term. We also have a livestock business here on our family farm. I am concerned about the effect this power line will have on breeding and the overall health of our animal.	Thank you for your comment. Potential impacts and mitigation measures concerning human health and safety (including livestock) are discussed in Section 5.3.
240	I believe that if the power line comes within 440 feet of our home, it will greatly effect our properties value which we only purchased 5 years ago.	Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
240	As a family of hunters and outdoors enthusiasts, I am concerned about how closely the power line is following the cottonwood river. Several eagles nest are visible from county highway 4 and we see eagles almost daily on our commutes down highway 4. I believe it will effect all of the wildlife in the area, specifically waterfowl.	Potential impacts and mitigation measures concerning wildlife are discussed in Section 5.6.12. Additional information concerning potential impacts and mitigation measures associated with bald eagles was added to the final EIS.
240	My final complaint is this power line will have zero benefit to our family. We will not receive any energy from the power line or any funding, but it will be within 440 feet of our home.	Comment noted.

Comment ID	Comment	Response
240	We propose abandoning route segments 219 and 211. Instead we propose that when the blue route of the transmission line meets redwood county highway 8 it would go north 1.5 miles, crossing the Cottonwood River, and turn east at county road 55/210th street for 5.5 miles before connecting with existing preferred blue route. Pros of moving transmission line north to county road 55 - shorter route - one less mile of transmission line - 2.5 miles less of existing power line competing for right of way -On a well maintained county gravel road for easy maintenance with low traffic - Goes past less wetland areas and much less wildlife areas - Crosses the cottonwood river instead of following it Cons of transmission line staying south on route segments 219 and 211: -Transmission line goes in wrong direction -5.5 miles of existing power line competing for right of way -County Highway 4 is a highly traveled paved road. 150 vehicles per day in 2019 according to MNDOT Traffic mapping website. -Follows the Cottonwood River and many wetlands -Crosses 2 steams with surrounding wetlands -South route contains at least 4 residents within variance distance. At least 3 of whom have children under the age of 5	Comment noted. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
241	Question; has the MN Pollution Control Agency been contacted since there are plans to place 2 140 foot poles on a former landfill? Don't think PCA would want landfills to be disturbed by 60 foot deep holes.	Thank you for your comment and participating in the permitting process. Representatives from the Minnesota Pollution Control Agency are aware of the project.
242	To whom it may concern, I live on 310th ST in Redwood Co. Mn. The proposed blue line is preferred to come right in front of my house and farm. The line, if chosen, will be on 6 of the farms that I farm. Our principal base, the farm site I live and work on, will be less than 500 feet from this proposed line. I have lived here for 56 years. This is my home, my family has built this up from scratch. I can not just pick up and move to a different area and start again. There are 4 other farms that are in the same situation. Last spring in the last comment period, I proposed a bypass to mine and the other 5 farms. Xcel had labeled it #213. We do not want to have this large powerline going right in front of our farms. Would anyone want to wake up each and every morning and see a 140 foot tower with 6 high voltage lines right in front of their house. The 213 bypass would be a better choice for the line. This line is permanent, Xcel has one chance to build it. Why not work with the land owners to get a route instead of pushing it through and having landowners upset	Thank you for your comment and participating in the permitting process.
242	I run a custom feedlot and my customers are concerned about stray voltage effecting their purebred cattle. I and my workers do NOT want to be working within feet of this powerline. What effect would living so close to a powerline like this do to a person? Do you or your family want to be around a powerline like this 24/7? I help another farmer who has the CapX line on their farm. When we are working under the line we can hear the hum from the electricity. That is something nobody wants to hear for just a little while, let alone 24/7. And CapX is not as large as this proposed line.	Potential impacts and mitigation measures concerning human health and safety are discussed in Section 5.3. Potential impacts and mitigation measures concerning cattle are discussed in Section 5.4.
242	The land owners do not have the option to tap into this line, this line is not a benefit to us. I picked up a USB at the last meeting and on there it is stated the powerlines similar to this one can reduce property values 0 to 20 percent. I do not think anyone would like their property devalued due to a powerline. In summary, all I am asking is for Xcel to work with the land owners. What does Xcel or Minnesota Public Utilities Commission care more about, people or the money? I think they will be able to make up for any extra bypasses the line will have to make.	Comment noted.
243	I would like to add to my email that is in the comments dated 11-19-24. In my email I suggested alternate routes, but what I would prefer is that neither routes be permitted. The impact on the farmlands, environment and wildlife isn't justified in a 170 mile long power line. Also, a 12% line loss in power shouldn't be considered a logical and practical solution to Minnesota energy needs. In my opinion a "no build" or a "build closer" would be better options for every Minnesotan. One last thing, Please ask yourself one question, "would you or would you want your grandparents, kids, or grandkids living under or close to these power lines?" If your answer is NO then why would you even consider forcing all these Farmers and Townsmen to do just that.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
244	First part of comment is identical to comment 99; see responses under that comment.	See comment 99
244	Schabel's Comment #4 is a submittal of the affects and effects that the proposed Purple Route subsection G3, if assigned the final route permit, would accumulate and impact on the Schabel's lives. We are presenting this comment as in the 3rd person. Their home resides just north of where the G3 route heads NorthEast (NE) to cross I94 from Brent Anderson's irrigated field... tax ID 204100124201 (not included on DEIS map 11-24, but can see irrigation pivots). The Schabel's home is located 200 feet from the G3 double circuit transmission to the south of the house, approximately 300 feet from the NorthWest (NW) I94/CapX 345 KV HVTL crossing tower. Their home, as proposed in the Purple Route G3 subsection, is shown as being sandwiched between the CapX 345 KV HVTL to the north and Xcel's Mn Energy Connection 345 KV HVTL to their south. The Schabels are concerned of the devastation that the locating of two 345 KV HVTLs would bring to their property's value.	Section 12.2.1 has been updated to describe the proximity of the project in relation to this residence and the existing transmission line.

Comment ID	Comment	Response
244	They are concerned of the ground potential rise (GPR) as a result of lightening strikes on two massive corner towers in their back and front yard. They have resided at this residence for 48+ years. For 42 of the 48 years they had no well problems. Eight years ago, do to low flow (plugged pump screen), they had the pump, power cable from control box to the pump and galvanized water line from pump to top of well replaced, BUT in the past 8 years, with the CapX 2020 towers in their backyard, they have had to have the power cable replaced TWICE because the power cable was burnt off (shorted) at the well's water line. Inspection of the power cable below the water line revealed as tho the cable's wire sheathing had been shot with a shot gun. They suspect this could be the result of lightening GPR from the CapX towers' presence. They are concerned that the addition of the G3 route subsection's massive tower within 250 feet of their house will attract more and repeated damage, especially to appliances within the house. They will end up paying the bill again!	Ground Potential Rise (GPR) is maximum electrical potential that a ground electrode may attain relative to a distant grounding point assumed to be at the potential of remote earth. GPR resulting from a transmission line is equal to the maximum current that would flow through a structure ground multiplied by the earth resistance. Under normal operating conditions, the potential value of overhead shield wires and structure grounds have a potential that are nearly identical to the potential of remote earth. The most common cause of current flow on a structure ground is a lightning strike on a transmission line. A lightning strike would typically contact the overhead shield wires, which dissipate the energy through multiple structure grounds. It should be noted lightning strikes can also contact the earth directly, causing ground potential rise without any benefit of grounding. GPR due to ground wire connections on transmission structures is not a known issue of concern and is not a required testing or design data point required by any federal, state, or local safety or permitting requirements. GPR to the extent it might occur, would be highly dependent on the soil conditions, ground path resistance, and shield wire resistance at each transmission structure as well as the electrical system loading at any point in time.
244	The Schabels are concerned of the height of the (two) doubled poled corner transmission towers. The 250 foot height required to safely clear the CapX double circuit 345 KV HVTL's present a host of adverse effects to the Schabels. A tower height of greater than (200) feet must be lighted per FAA requirements. The Schabel's front yard view to the Anderson's field tower would be at a 45 degree angle. Their front yard view to the east side of I94 would be 700 feet in the distance at a 30 degree view. The strobing lights would flood onto their front yard from two directions and in to their home's family room windows, their living room windows, their upstairs hallway and east bedroom windows. The continuous alternating strobing lights would be unbearable.	EERA confirmed with the applicant that no structures are currently anticipated to be used for the project that are tall enough to require lighting to comply with FAA regulations.
244	If the proposed Purple Route's 345 KV HVTL corner towers are similar in construction to the CapX (16) sided hollow poles, suspended off their foundations by very large bolts, they will have a similar response to sounds bouncing off the pole's metal skin, reacting to vibrations, much like a tuning fork. The larger girth of the tower's poles would result in much more amplification, especially to I94 traffic sounds. The massive girth and height of the corner poles required to support each Crossing Tower would have an overwhelming presence in the Schabel's front yard and neighbor's backyard. From the Schabel's standpoint Is there anyone else in the Mn Energy Connection's proposed routes that would have to endure these devastating effects? The numerous hours Deb and I have spent on researching the documentation of the process and commenting at each level, after attending meetings, have occupied so much of our past 2 years...years that should have been spent enjoying our retirement on the homestead it was intended for, rather than defending it.	According to the applicant, the design for this project has proposed weathering steel structures which have sealed base sections which should not be able to produce the noise amplification described.'
245	This comment is a resultant list of impacts generated from the previous TL-22-132 of the four Schabel comments. As an aid in understanding our comments, the reader can utilize the TL- 22-132 DEIS document App_N Route Alternatives Map Book, map N.219. Impact #1. We start at the north west (NW) rim of the Fish Creek Basin, in which the G3 subsection of the Purple Route is proposed. The G3 subsection route 345 KV High Voltage Transmission Line (HVTL) changes from rural agricultural irrigated field to an area of extraordinarily high altitudinal placement of the proposed G3 HVTL transmission line. The 345Kilo Volt (KV) HVTL line is a massive stringing of double circuit cables, containing (14) 2 inch stranded cables. After being strung (170) miles plus, from SW Minnesota to (2.5) miles NW of the Mississippi Crossing near the Sherco Main Substation, the G3 HVTL will have to cross Interstate 94 (I94) and the CapX 2020 project (Grid North) 170 foot high 345KV HVTL. To safely cross over the CapX HVTL, the tower structures must be extremely massive with very large girth and exceed (300) feet in heighth. Because of the heighth being over 200 feet, the FAA requires the massive poles be lited, as a warning to low flying aircraft. Being Impact #1 contains the I94 &CapX crossings, the impact is accumulative with several sub impacts. a. The massive tower structures. Explained in detail in Schabel comment 4. b. The tower lighting " " " . c. The closeness of residences and the impacts on them " " " '. d. I94 classified as Mississippi River Scenic Byway.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
245	Impact #2. Once crossed, the proposed G3 lines will travel across the northern bluff of the Fish Creek Basin. Fish Creek Basin is a BackWater Tributary to the Mississippi River. It contains the Mississippi Big Bend Oxbow to the east, the abandoned railroad berm (that's within the G3 Right of Way (ROW), the tributary Fish Creek Channel, Fish Lake, Flood Plain and adjacent "renewing /returning Wetland". Reference TL-22-132 DEIS document App_N Route Alternatives Map Book, map N.219. Also, as described in DEIS TL-22-132, Schabel Comment 2. As the G3 route enters the Basin's northern bluff, the ROW clearing would have cut old growth trees and crossed saturated marshy soils in a 150 foot by 750 foot/ROW to a large 90 degree double poled dual circuited corner tower. The intermediate support towers between the 300 foot CapX crossing tower and the Basin's G3 south heading corner tower will also have to be of the double poled dual circuit and of large heighth, stature and strength to give support to the huge 300 foot CapX crossing tower. The visual of these intermediate bluff towers, along with the CapX route towers, would implant a devastating impact of a gothic look into the Basin and the view of the I94 Mississippi Byway.	Comment noted. Fish Creek is identified on Map 14-10. Reference to Fish Creek's presence in Region G has been added to Section 5.6.9 and Section 12.6.9. Section 5.6.9 also discusses prior human influences.
245	Impact #3. From the northern most double pole corner tower of the Purple Route G3 segment within the Fish Creek Basin and within (600) feet of the waters of the Mississippi Big Bend Oxbow, the proposed G3 345KV HVTL heads south for (4000) feet thru the recovering wetlands adjacent the abandoned 1800's railroad berm and across the Fish Creek channel (once again refer to Schabel Comment #2). Somewhere near the channel in the adjacent wetland(s), a Tower(s) of large stature would have to be installed to support the nearly vertical rise of the bluff to a tower above, assuming the number and heighth of the Towers would be like those of the CapX project that are installed in the west most side of the Basin. What a sad visionary experience (Accumulative Impacts) to both the I94 Mississippi Byway and the Mississippi River Recreational Byway.	Comment noted. The Great River Road National Scenic Byway is discussed in Section 5.2.1, 5.2.8, 7.2.1, and 12.2.1. The height of structures is discussed in Section 3.2.2.
245	Impact #4. If the Purple route G3 segment is "Permitted" by the PUC, there would only be a (500) foot separation between the Xcel Mn Energy Connection HVTL and the CapX (Grid North) dual circuited 345KV HVTL to the Basin's west and (400) from the Mississippi Big Bend Oxbow's open water, where fowl rest and feed. The Basin's natural shape provides an excellent Flyway for Avian route to the farm fields to the NW. The DNR touts that Avian deflection on the Tower's top shield cable will deflect the flying fowl. This may sound like a good concept from a desk in St. Paul, but to an unsuspecting fowl coming off the Oxbow to feed, a (500) foot runway, to a fat goose on takeoff, is likely not quite enough. By chance the poor confused bird has possibly already navigated the G3 transmission maze, then, within (500) feet, it is confronted by the CapX transmission while it is looking up at the DNR deflectors. What level of impact would that be to the unsuspecting bird... "literally"? We, as farmers, have already witnessed the downed carcasses in our fields. As an "Accumulating Impact" this would also reflect negatively on the CapX Affects column.	Potential impacts and mitigation measures concerning avian species are discussed in Section 5.6.12, unavoidable impacts are discussed in Section 15.1.
245	Impact #5. If Xcel Mn Energy Connection Purple route is permitted, there will be a minimum of (10) 180 plus foot HVTL towers within a (1500) by (4000) foot area within the east most perimeter of the Fish Creek Basin (2) towers in excess of (300) foot heighth. I classify this as a "devastating visionary experience" more than a simple negative impact.	Comment noted.
245	Impact #6. If Xcel Mn Energy Connection Purple route is permitted, the random strobing of warning lighting, dispersed from the two 300 foot plus tall crossing towers, will flood down and into the entire Fish Creek Basin and the neighboring Fish Lake residence's night sky. In a pre Purple Route Permit, the night sky environment would promote normal deep rem sleep. It is highly suspect that in a post Purple Route permitting by the PUC, the strobing lighting, off the two 300 foot crossing towers, would induce anxiety and day time angst in all species residing in the Fish Creek Basin foreground.	EERA confirmed with the applicant that no structures are currently anticipated to be used for the project that are tall enough to require lighting to comply with FAA regulations.

Comment ID	Comment	Response
245	Impact #7. If Xcel Mn Energy Connection Purple route is permitted, there would only be a (500) foot spacing between the G3 subsection HVTL and the CapX (Grid North) HVTL. At the Route Permit Application Public meeting, the Mn Energy Connection Scoping public meeting, and at the Mn Energy Connection ALJ hearing (October 29 2024) I asked Xcel Transmission Line Representatives of there knowledge of Ground Potential Rise (GPR) occurring between (two) 345KV) HVTL double circuited transmission lines in areas where the transmission spacing is under (600) feet. Some had said they read white papers on the subject. However, they were only aware of the 2007 UK studies on EMF. These studies are out of date since the big boom in 345KV HVTL transmission distributed distribution routing and building has come since 2010 (due to renewable energy remote generation). My wife and I are very concerned what GPR will inflict on homesteads squeezed between two 345KV HVTLs within (600) feet of each other, whether from lightening or induced into grounding protection cabling, especially down the line when full load loading occurs from residential and Data Center demand on a continuous basis. This could be a very scary negative impact far after Route permitting has occurred. The residents would not only be squeezed by HVTLs but squeezed by having to pay health and repair bills. GPR studies could be done right now by independent contractors on the 345 KV lines leaving Monticello, heading to the metro grid, and testing could be done from low load to high load. Let's not let this be "a little too late" situation.	Ground Potential Rise (GPR) is maximum electrical potential that a ground electrode may attain relative to a distant grounding point assumed to be at the potential of remote earth. GPR resulting from a transmission line is equal to the maximum current that would flow through a structure ground multiplied by the earth resistance. Under normal operating conditions, the potential value of overhead shield wires and structure grounds have a potential that are nearly identical to the potential of remote earth. The most common cause of current flow on a structure ground is a lightning strike on a transmission line. A lightning strike would typically contact the overhead shield wires, which dissipate the energy through multiple structure grounds. It should be noted lightning strikes can also contact the earth directly, causing ground potential rise without any benefit of grounding. GPR due to ground wire connections on transmission structures is not a known issue of concern and is not a required testing or design data point required by any federal, state, or local safety or permitting requirements. GPR to the extent it might occur, would be highly dependent on the soil conditions, ground path resistance, and shield wire resistance at each transmission structure as well as the electrical system loading at any point in time. The HVTL would be designed in accordance with applicable standards. Under normal operating conditions, there is no mechanism for current to flow through the transmission line grounds so there would be no GPR. If there is a lightning strike that contacts a transmission line, the energy from the lightning strike would disperse along the shield wires through multiple structure grounds. There could be some GPR as the current flows from the structure ground to remote earth. Current would not typically flow to an adjacent transmission line. Standalone GPR studies are outside the scope of the EIS.
246	As the Xcel Mn Energy Connection Draft EIS TL-22-132 heads to the ALJ and Commissioner's evaluation period of Route Permit alternative selection, my wife Deb and I want to make sure that the Fish Creek Basin, within the Purple Route G3 subsection, is given notice and fair judgement as to its' importance to the environment of the Mississippi Riverway.	Thank you for your comment and participating in the permitting process. Fish Creek is identified on Map 14-10. Reference to Fish Creek's presence in Region G has been added to Section 5.6.9 and Section 12.6.9. Section 5.6.9 also discusses prior anthropogenic influences.
246	We contend that 345 Kilo Volt (KV) High Voltage Transmission Lines (HVTLs) present in excess of 99.9% negative influence on the affects & effects on both Natural and Human environments they pass thru. These impacts are not just immediate to HVTL's Right of Way (ROW) they possess, but are far reaching, especially to those environments within five miles the HVTL parallels, where the scene changes from background to foreground. The DEIS document is primarily the result of the Scoping of the route alternatives as presented in the Route Permit Application TL-22-132. It presents an angular travel of the proposed route alternatives from Lyon County Substation in the south west to the Sherco Substation near Becker Mn in the central north east, altering central rural Minnesota's scenic landscape far into the future (perpetuity). That visionary experience alone is one of many large Negative Impacts. The Xcel Mn Energy Connection project is extremely large. The long term Environmental Impacts cannot get lost in the immediate massive construction impacts, nor should the Natural and Human impacts be presented with a cavalier approach. The ALJ and Commissioners must keep that in mind! The Purple Route subsection G3 from Wright County (Cty) CSA Cty. Rd. 7 to the Mississippi River Crossing, north of Hasty Mn, is an example of a "Long Term Environmental Impact(s)" that has been kept silent in the DEIS. In less than a mile G3 crosses Interstate 94 (I94) and the CapX 345KV HVTL. At this point, G3 enters the Fish Creek Basin. For those of us commenting, the Basin is a "highly environmentally sensitive area". The proposed G3 crossing thru the Basin exposes it to a whole host of negative impacts (to be listed in a future Schabel comment).	Comment noted.
246	In order to navigate the "Crossing", the transition from farm field to a height of greater than 250 feet, will require Transmission Towers of large stature. There would be two towers constructed of four large girthed poles. Within each tower the poles are tied together by massive metal support bracing, capable of supporting (14) 2 inch cables in an environment of strong north westerly prevailing winds... winds that are accelerated by blowing through the Fish Creek Basins naturally channeled feature. The towers will be lighted, as required by the FAA, as a warning to low flying aircraft.	Comment noted.

Comment ID	Comment	Response
246	The DEIS App maps N.219 & 220, has been a great help in getting detail concepts of the G3 route in the Basin. The G3 subsections' route thru the Basin, route width, crosses the Big Bend Mississippi Riverway Oxbow & rail road berm to the east and the Capx 345KV HVTL to the west. The east route width space is environmentally and physically unusable. The west route width space, for all practical sense, is also unusable without degrading the CapX 345KV HVTL's energy security. The 3,000 foot plus length of the Basin is primarily wooded and grassy wetland. The lack of practical alternative within the Basin should have been foreseen during initial routing. Instead, now we as commentors have to perform the grueling task of listing and defining the many negative impacts of the G3 proposal.	Comment noted.
246	My wife Deb and I, along with the Fish Lake resident lake water chemist, have submitted many comments throughout the comment periods, public meetings and hearings. In March 2024, I commented to Ms. Cynthia Warzecha DNR. Her response was cc'd to the PUC. It should be of record. We are not confident that our participation and comments have been received for their value.	Comment noted. Simply being copied on an email from DNR wouldn't necessarily be viewed as a public comment from the DNR as the DNR submits formal comments into the docket through the eDockets system.
247	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
247	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
247	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
247	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
247	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
248	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
248	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
248	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
248	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
248	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
249	The comment form provided at the public meeting says to focus on the draft EIS, certificate of need, and granting of route, so my comments on the tremendous human impact all along any route are likely not of interest to the State, as it is on a mission with all the decision makers of one mind set. The huge amount of text in the project documents is more than anyone can review effectively or have the time for, perhaps that is the intent.	Thank you for your comment and participating in the permitting process.
249	Should the Commission grant a certificate of need? No. The process is biased in that sources supplying sufficient energy were available and abundant but cut back or ended, which is causing a need. The question of need must be answered prior to the reduction of these reliable sources that have been serving people for decades. Indeed, the public's right to influence the result of the need question has been taken from us.	The need for the project is summarized in Section 4.1.
249	The basis for transitioning to "clean renewable energy" is flawed. Petroleum products and coal have been demonized by the media and politicians, and "man-made" climate change alarmists have unduly affected public opinion. I direct you to short 5 minute videos that shed light on these subjects and more, and should be entered into the record to offset disinformation: https://www.prageru.com/video/whats-wrong-with-wind-and-solar https://www.prageru.com/video/what-they-havent-told-you-about-climate-change https://www.prageru.com/video/can-climate-models-predict-climate-change https://www.prageru.com/video/abundant-clean-and-safe There are many many others at this source offering clear rational fact-based information. Please stop this project before Minnesota goes down an awful path that we will all regret.	Comment noted.
250	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. It doesn't state facts about stray voltage and its harmful effects on animals and people. These power lines are proposed to be put just south of our farm. Stray voltage travels north up to one mile, that puts us directly in the path. We have a dairy farm here and stray voltage affects cows in many ways. It increases mastitis and decreases reproduction rates as well as decreases milk production. It also causes behavioral issues and hormone changes in animals. These power lines would be the exact opposite of this aim. These lines are capable of causing problems in humans as well. People can be affected in many ways; fatigue, headaches, tingling sensations, and even nerve damage, would you put these near your love ones? People like to ignore stray voltage and claim it is not real. Refer to question number 4 when it talks of line loss, where does all this "line loss" go to? These issues do not even include the health concerns of those installing these lines. This will affect them adversely in so many ways, and the company just likes to claim they offer health insurance. Health insurance does not even begin to cover the effects they could deal with in the future.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures. Potential impacts and mitigation measures concerning human health and safety, including stray voltage, are discussed in Section 5.3; this section also discusses livestock. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss. Line loss is lost energy in the form of heat.

Comment ID	Comment	Response
250	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. Most people want to choose healthier, cost effective, and efficient ways of producing energy and this plan is none of the above.	Comment noted.
250	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. I would like to know how things like this get disposed of in the future when they decide that after the billions of dollars they spent to build it, it is no longer needed. We have proof all over the state of these ideas of energy producers, lying like waste and not being disposed of or left for the land owner to clean up.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures. The EIS has been modified to indicate that the Commission could require a decommissioning plan as a route permit condition in Section 3.4.5.
250	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. Why is it that these power lines are only on private property and not government owned land?	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss. The route alternatives evaluated in the EIS were proposed by the applicant, agencies, and members of the public. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
250	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
251	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Sources cited as facts need to be verified. Much of the information in the EIS is still vague and does not specifically address issues and concerns landowners have proposed in previous meetings and correspondence	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
251	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they are wanting to build natural gas facilities for when green energy supplies are not enough. With federal administration about to change, it would be prudent to wait on these decisions.	Comment noted.

Comment ID	Comment	Response
251	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
251	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
251	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
252	On November 6th, I attended the 6:00 p.m. meeting at Max's Grill in Olivia. I appreciated the opportunity to represent 75 people from two townships with a signed petition enclosed with this letter. I read the brief summary statement highlighting our transmission line concerns: negative impact on agriculture production and necessary practices such as aerial spraying; interruption with field drainage tile and would compromise GPS capabilities. I will now elaborate a bit further.	Thank you for your comment and participating in the permitting process.
252	Due to the high negative impact on the people in the homesteads and production within the farmsteads, we strongly support keeping the high voltage transmission lines along an existing road right-of-way. I am with the understanding that #103 along the Renville/Kandiyohi County line is now being considered as a connecting line. As indicated on the following maps, my comments begin with 105th St SE Parcel 35, in Renville County, the line initially goes through prime farmland which would impede efficiency and production as the field is pattern tiled and when the ground is too wet, we rely on aerial spraying.	That is correct, Route Connector 103 is a piece of Route Segment C2, which is discussed in Chapter 8.
252	At the edge of Parcel 34, the line crosses over into Kandiyohi County for most of parcel 33 and then crosses back over to Renville County. Property along the south side is in RIM, however, what is being proposed would instead take out the area of virgin ground with native prairie grasses and mature trees providing habitat for wildlife. In part, this would include small game, song birds, wood ducks, pheasants, deer, coyote and even a cougar making the rounds. Adjacent to this grass area are 20 acres of climate sensitive farmland which floods most years. Within Parcel 33 and 34 was once upon a time Fox Lake. County judicial ditch #JD2RK was established and is also known as Buffalo Creek which flows into the Mississippi River.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. These easements are shown on page 146 of Appendix N.
252	No monetary compensation can vindicate the demolition of this area. We are once again requesting consideration for the placement to be along an existing road or corridor.	Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
252	Comment includes map route segment 103 and points out features. Comment also includes the following petition signed by 75 people: We, the undersigned residents of East Lake Lillian and Lake Lillian Townships, are not in favor of the proposed placement of the high voltage transmission line cutting across prime farmland and wildlife habitat. The proposed connector lines will impact agriculture production and necessary practices such as aerial spraying, drainage tile and compromised GPS capabilities. Additionally, tree lines which have taken many years to establish have been beneficial for wildlife and soil erosion reduction. We are requesting consideration for the placement to be along an existing road right-of-way.	Comment noted.
253	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
253	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
253	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
253	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
253	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
254	I recently found out that there is a major powerline project proposed, that is planned to be constructed through my elderly parents' property. I'm writing to inform you that what is planned for this project will have a very significant negative impact to my parents' property, significantly damage the environment, and severely diminish their financial standing, in the following ways: 1.) What is planned and mapped out currently, will take out almost 1/3 of my parents' total acreage. 2.) To move forward with the build, the entire woods on the south end of my parents' property will be wiped out and destroyed. 3.) A large natural wetland and numerous natural springs and creek will also be wiped out, destroyed, completely.	Thank you for your comment and participating in the permitting process. As noted in Section 5.6.10, woody vegetation would only be cleared within the 150-foot ROW and as noted in Section 5.6.9 and 5.6.11, surface waters, such as wetlands, springs, and creeks, would be spanned to the extent possible.
254	4.) Due to the size of the towers being built and placement, the towers and lines will run directly over their fenced animal pasture and actually take out part of that pasture. The towers and lines will also run nearly directly over, or very near, the actual house itself. The emissions and radiation from the proposed proximity of these massive power lines will be dangerous to livestock, the people living in the house and the water supply which the tower will be built on top of and anchored in. The noise pollution will also be a factor, being that close to the house.	Potential impacts and mitigation measures concerning human health and safety (including livestock) are discussed in Section 5.3. As noted in Section 5.2.3, no residential structures are located within the 150-foot ROW of any alternative.
254	5.) In addition the proximity and size of the proposed structures to be built will be an enormous eyesore and will significantly and irreparatively devalue my parent's property. We recently put the house up for sale, to raise funds to pay for my elderly parents' long-term care. We had a $390K offer on the property within a very short period of time, and once the buyers found out about the proposed project, and after specifically speaking with and Xcel representative about the project, they cancelled the offer. The amount of devaluation this plan will cause to my parent's property will be so significant, it will make the different between their being able to comfortably afford to pay for the care of their choice for the rest of their lives, or becoming a ward of the state and having to rely on the state to pay for and decide on their level of care.	Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
254	6.) Looking at a map of the area, it appears there are numerous other wide-open spaces that this project could be routed through, with significantly less negative impact, instead of destroying 1/3 of my parents' property and decimating the overall value.	Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.

Comment ID	Comment	Response
254	7.) Even though today we now know the planning for this project has been going on for quite some, we only received notification recently for the first time. Others in our immediate community who are effected by this project also expressed the same issue; they were not notified until just a few weeks ago. We have now learned that for other counties impacted (write county for example), numerous pieces of information were distributed regarding the project, meetings, etc., for many months….communications that were not sent out to our immediate area. We were not properly and legally informed about this project. Even when we did receive the initial piece of information and called for more information, we were told they was nothing planned, that Xcel was basically just "kicking tires" to see if this was even a spot they wanted to consider. Again, this was just a few weeks ago! We have since found out about the depth of planning for the project, and that the proposed route through my parents' property is indeed the preferred route, and Xcel is fully expecting to pass this plan in early 2025. Even after finding this out, and me calling this week to get more information, the plan was completely downplayed to me…saying "its nothing final, it's 'just proposed', don't worry about it yet''. This is completely counter to what the reality and plan is, and also the complete opposite of what was told to our buyer, who then cancelled their offer, directly as a result of speaking to a representative from Xcel energy. It is unacceptable for Xcel to be telling two different stories about the proposed project, depending on what audience they are speaking to! I ask that Xcel re-furbish their plan and find a more suitable route for this powerline project, one that does not physically and financially destroy what my parents' have built for the last 50 years.	Commission and EERA staff used available county data to create landowner mailing lists. From time to time this information is not current or otherwise incorrect. Anticipating this potential, other means are also used to notify the public about project milestones, for example, public meetings and comment periods. Staff utilizes general notice methods including eDockets, the EERA webpage, the Commission's webpage, local newspapers, and the EQB Monitor. These methods facilitate word-of-mouth notice from neighbor to neighbor and local government unit to constituent. Methods of notice for the project are detailed in Minnesota Statute 216E.03 and Minnesota Rule 7850. Commission and EERA staff have utilized these methods for the project.
255	Thank you for allowing the opportunity to comment on the proposed project that is being planned through our community. I farm in the area where the purple line traverses through west central Minnesota. The line will be negatively impacting three (3) farms that I operate while affecting other neighboring operations as well. I was able to say a few words at the open house/hearing in Marshall MN in early November regarding my concerns and had a few questions answered there too. My biggest concern about the purple line is the negative safety and financial impacts it will have on my operation due to the specialty crops grown in this region. Our reliance on aerial applications is paramount when we experience adverse weather patterns. If the decision to not fly near line is made because of safety concerns, I/we are directly impacted financially due to the inability to apply crop protection products on our commodities grown. As a farmer, minimizing risk is vital, and the Purple line poses a major financial risk for my operation as well as others in the community. Thanks again for the time to comment and allowing us to be part of the planning process.	Thank you for your comment and participating in the permitting process.
256	Anderson Trucking Service, Inc. ("ATS"), is a family-owned transportation and worldwide logistics provider based in St. Cloud, MN. The ATS corporate headquarters are near existing and proposed transmission routes, as well as a maintenance facility, and other family agriculture or residential parcels in the area that have in the past been, and could be further, impacted by various proposed routes of the Becker-to-Southwest Minnesota transmission line proposals. The Anderson family has had over 15 parcels, 300 acres, impacted by previous transmission line projects. The MN Energy Connection project now threatens to impact another 6 parcels and 200 acres, including agriculture land with existing and operating irrigation pivots.	Thank you for your comment and participating in the permitting process.
256	Broadly speaking, the northern sections of the Blue Route in Stearns County travel through less populated areas than the Purple Route that moves through populated Clearwater residential and agricultural areas. The preferred Blue Route that is proposed along County Road 8 has been developing into more of an industrial corridor where power line infrastructure and solar farms already exist, resulting in less impacts. It also seems the Blue Route to the north and west of Connector points A and B would run along approximately four more miles of existing roads and right-of-ways that should make it less impactful to residential areas and communities.	Comment noted.
256	The transmission lines from the proposed Purple Route will cause adverse environmental impacts in the Fish Creek Basin/Backwaters of the Mississippi River, a part of the Great Mississippi Recreational Byway. This sensitive area has already been compromised by the existing CapX 345kV lines that were erected on three massive towers in the middle of the basin. The existing impacts will be compounded when a second line is slated to be added as part of the Alexandria to Big Oaks 345kV Transmission Line Project. (AlexandrialtoBigOaks.com) Adding the MN Energy connection transmission line along the proposed Purple Route would make three high voltage transmission lines in the same right-of-way - exposing water, flora, fauna and people to high voltage circuits, thereby tripling the cumulative pressures. The proliferation of powerlines in this area will further disrupt the natural waterfowl flyway from the Mississippi River, which has already occurred as indicated by reported waterfowl carcasses found beneath CapX lines. It will also further impair the visual and recreational enjoyment of the Mississippi River Recreational Area. (See CapX 2020 Monticello to St Cloud 2010 DEIS, 5.6.1. See also, Environmental Report: CapX 2020 Group 1 Transmission Project. 2008 at page 36) While the CapX route seemed to ignore their own studies and certain agency recommendations, it is imperative that the MN Energy Connection not make the same mistake, and preserve this unique area for future generations.	Comment noted. Fish Creek is identified on Map 14-10. Reference to Fish Creek's presence in Region G has been added to Section 5.6.9 and Section 12.6.9. Section 5.6.9 also discusses prior human influences. The EIS discusses potential impacts to wildlife.
256	Finally, the proposed Purple Route in Clearwater Township crosses the Clearwater River through a pristine wooded area and then traverses the township very close to numerous homesteads, creating numerous environmental concerns and community impacts. These negative impacts from the Purple Route should be closely examined in the EIS process, and avoided by selecting the northern portion of the Blue Route in Stearns County.	Chapter 10 discusses and compares the potential impacts of the route segments in this region.

Comment ID	Comment	Response
256	We have previously commented with concerns about six Anderson Family/ATS parcels that could be impacted from the proposed routes. We also still maintain that with cooperation and proper route selection, these concerns could be avoided (mitigated) altogether. The six parcels mentioned in our previous comments are below, and include a) ATS maintenance facility (where large and heavy equipment is sometimes moved/parked); b) ATS headquarters (including surrounding parcels where the company would like to preserve the ability to expand with new facilities); and c) other family land parcels that contain center pivot irrigation systems. Specifically: • Wright County Parcels 204100161300 and 204100164100 currently have a pipeline easement affecting proposed routing; • Wright County Parcel 204100124201 has an irrigation pivot that was installed in 2022 and routing of the proposed transmission would impair the pivot; • Wright County Parcel 204100152400 has an irrigation pivot that would be impaired by the proposed routing; • Wright County Parcel 204100152100 has an irrigation pivot that would be impaired by the proposed routing; • With the rapid growth of Wright County and the Annandale school district, future plans for Wright County Parcels 204100161300, 204100124201, 204100152400 and 20410152100 are the development of a planned residential community that would be significantly impaired with the proposed high voltage transmission lines proposed; • Stearns County Parcel 19107400500 currently has an irrigation pivot that would be negatively impacted by the proposed routing. This parcel is also planned for future expansion by ATS to extend maintenance capabilities of nearby sites.	The efforts completed as part of the EIS did not identify the pipeline easement on Parcels 204100161300 and 204100164100. The applicant would work around existing utility infrastructure. Mitigation, including a Draft Site Permit condition to minimize disruption to and restore public services, is discussed in 5.2.6.10. The irrigation pivots on Parcels 204100124201, 204100152400 and 204100152100 have been added to the EIS. Section 5.2.5.2 has been updated to include potential impacts to future development.
256	The northern portion of the proposed Blue Route is our preferred route and would result in minimal impacts to ATS or family agriculture lands - with one exception that is a new development. This concerns Parcel 664 PID 19.10474.0050-attached herein. The latest proposed route for the Blue Route seems to have changed over our property, and would run over the middle of the parcel where an agricultural irrigation pivot is located. Previous route depictions showed this portion of the Blue Route running along the property line to the north of the green highlighted parcel on the attached map. This property line separates our ATS maintenance facility property (PIO 82.50617.0249) from a Rollis H. Anderson Family LTD property (PIO 19.10474.0050) to the south - and depicted on the attached map. We have concerns with the proposed route in this area being placed through the middle of a parcel and disrupting center pivot irrigation equipment instead of being placed along the property line of the two parcels. We wish for the EIS process to address these kinds of route placement decisions and the impacts it could have to business and agricultural interests. We have other concerns from possible impacts of the Purple Route regarding family agriculture lands containing center pivot systems and also limitations the transmission line could place on future agriculture and development, and wish for these to be evaluated through the EIS process in weighing the Purple Route (opposed) versus the Blue Route (preferred) in Stearns County.	Parts of the alternatives that do not follow division lines are discussed in the EIS. For Route Segments G1 and G2 which are shown in your comment, this is discussed in Section 12.2.1.
256	Multiple previous Xcel transmission routes implemented from 2004 to 2011 have impacted family properties as well as ATS business sites consisting of about 300 acres and 15 parcels or easements. With six potentially impacted additional parcels near the proposed Purple Route, this would culminate in 21 parcels and over 500 acres impacted by Xcel's transmission projects over the course of 20 years. ATS and other family properties have experienced a history of impacts from easements and proposed condemnation from overhead transmission line routes from 2004 to 2011 on 15 parcels comprising close to 300 acres. These impacts have significantly devalued and impaired the current marketability and potential development of the parcels. Evaluation of these concerns (past and present) in Stearns County between the proposed Blue and Purple Routes should be included with the EIS process.	Comment noted.
256	We respectfully request that the EIS process closely scrutinize the proposed Purple Route for its negative cumulative environmental and community impacts, as well as the impacts it would cause to the area of ATS properties listed herein. We prefer the Blue Route that mostly avoids impacts to the six parcels listed above.	Comment noted.
256	We strenuously request that the route depicted in the parcel in the attached map be changed back to the northern property boundary, and that the Final EIS evaluate situations like these where the proposed transmission line can run along a property boundary with fewer negative impacts than through the middle of a parcel containing agriculture irrigation pivot equipment. The EIS process should take these seemingly small routing decisions into account and expose how working with landowners can lead to amicable solutions and fewer negative impacts.	Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
257	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
257	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
257	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
257	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
257	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans. One of the proposed routes includes my property. At the closest point, my property is 400 feet from a nursing home and assisted living facility. This facility is home to nearly 100 residents, mostly elderly with pre-existing health complications. They all call this home, and sadly many of their voices and concerns will go unheard throughout this process. This is another example of government pushing agendas without properly evaluating the impact on our people and environment.	Reference to the Hilton Healthcare Center has been added to Section 10.10.2.
257	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (source not stated). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. The cited sources were reviewed as part of the compilation of Appendix J.
258	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
258	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
258	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
258	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
258	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
259	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
259	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
259	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
259	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
259	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
260	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
260	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
260	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
260	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
260	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
261	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
261	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
261	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
261	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
261	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
262	We would request and appreciate the Minnesota Public Utilities Commission to consider the following things when reviewing the route options for the MNEC Project: 1. When considering the proposed route options, have the members driven the route to take into consideration the impact that these proposed routes would have on the residences along the route? For example, the section of the blue route that runs along 310th Street, Sheridan Township, Redwood County. This section of the proposed route runs extremely close to seven residences, all of which would be in or very near the transmission line right of way. This section is approximately three miles in length and could easily be re-routed one-halt mile to the north to avoid any residences in this three mile stretch. 2. The alternate pink route that has already been proposed, which would be a far better option than the blue route as there are no residences along that route.	Thank you for your comment and participating in the permitting process.
262	3. The section of the blue route poses a significant risk to human health and safety, as well as a negative impact on the value of these residences. The lines will run approximately 100 feet from our home. If you were in our shoes, i am sure you would not want this close to your residence. No one wants to live somewhere with high voltage lines and huge electric poles 100 feet from their home. Choosing the pink alternate route would greatly reduce the health risks, safety risks, negative aesthetic impact, and overall negative impact on our quality of life. 4. Much care and attention is made to select a route that would avoid wildlife habitats and conservation areas. Equal or greater consideration should be given to avoid the places where people live. No one wants to live in the path of high voltage lines.	Comment noted.
262	We urge you to strongly consider the alternate pink route for this section of the proposed blue route that runs along 310th Street, Sheridan Township, Redwood County. There is a viable alternative that would still serve the needs of the project while also reducing the negative impact on the residents in this area.	Comment noted.
263	Do not want along CR4 Redwood, too many young families impacted and health of humans and livestock. Send on different route or make their own closer to them.	Thank you for your comment and participating in the permitting process.
264	No. Too many young family will be impacted by this project if located along CR4.	Thank you for your comment and participating in the permitting process.
265	I feel health wise this route impacts many young families in this area. Also, why are we sending energy so far away. Can't the area that needs it harness their own energy. Spending and effecting so many others just doesn't make sense to me!! Shorter distance - less money! Sounds logically.	Thank you for your comment. Alternatives to the project are discussed in Chapter 4.
266	After reviewing the Draft 2024 Mississippi River St. Cloud Comprehensive Watershed Management Plan (MRSC CWMP), I am more adamant that the permit for the Purple Route through the Fish Creek Basin/Mississippi Backwaters-Wetlands be denied.	Thank you for your comment and participating in the permitting process.
266	Fish Lake is within the Mississippi watershed and is identified in the 2024 Draft MRSC CWMP as a priority lake to be restored. Fish Lake, Wright County MN is on the Minnesota Impaired Waters List due to excessive phosphorus levels. Fish Creek flows from the northern end of Fish Lake to the Mississippi Backwaters-Wetlands (see attached MRSC CWMP Cover page, 24, 78, and 86). Also identified in the 2024 MRSC CWMP is that the aquifer in the Fish Creek/Mississippi Backwaters-Wetland is shallow and therefore susceptible to contamination (see attached page 90). The Fish Lake Property's Owners Association has been working with the Wright County Soil and Water department since 1992 to monitor and improve the lake's water quality.	Comment noted. Reference to the test results completed by this group has been added to Section 12.6.9.

Comment ID	Comment	Response
266	The Fish Lake Management Plan (developed with the assistance of Wright County Water and Soil) notes the multiple, cumulative negative impacts from transportation and utility construction projects in the Fish Creek Basin which have both decimated a significant portion of the wetlands between Fish Lake and the Mississippi Backwaters and altered the hydrology of the remaining wetland as a negative pressure on Fish Lake's health. The Mississippi Backwaters and the wetlands (including all the wetlands destroyed in the building of I94) created a natural flood plain. Currently, the Wright County Flood Zone only lists the area north of I94 and the Mississippi Backwaters-Wetlands as a flood zone (see attached Wright County Food Zones), but this is not correct. Each year as the Mississippi River rises in flood stage the water pushes back into the Mississippi Backwaters-Wetlands/Fish Creek Basin. However, due to the presence of the old railroad berm and a farmers road built in this wetland along with the Fish Creek Tributary piped directly into Fish Lake under I94; Fish Lake and its surrounding property receive the unfiltered flood water and its debris further degrading the water quality of Fish Lake. This past summer the Fish Lake Property Owners Association tested the Fish Creek Basin/Mississippi Backwater-Wetlands for total phosphorus (May through September); every test result was above the 40 ug/l mark which denotes an impaired waterway. There is no way to realistically improve Fish Lake water quality without also focusing on the Fish Creek/Mississippi Backwaters- Wetland area. This area cannot withstand another assault. This significant area has been mentioned in Mississippi River Watershed management plans as early as the 1970's, yet I can find no environmental studies of the area. How is this possible when the hydrology in this area has been so severely altered? The current CapX 2020 HV Transmission lines and poles (running through the Fish Creek Basin/Mississippi Backwaters- Wetlands-Section G of the Purple Route) already induce ground potential rise into the areas around the poles in wetland. A parallel HV transmission line will do the same as well as draw current across the wetland as the current is pulled from one line to the next. An environmental study should be mandatory to measure the impacts the current HV transmission lines are having on this sensitive area before any other project in this area should even be considered.	Reference to Fish Creek's presence in Region G has been added to Section 5.6.9 and Section 12.6.9. Section 5.6.9 also discusses prior anthropogenic influences. The existing environment, including the presence of existing transmission lines and other components of the built environment are also noted in Section 5.6.9 and throughout the EIS. A separate environmental study is outside the scope of the EIS.
266	In addition to the negative physical impacts to flora, fauna and humans by placing a second HV transmission line in this area, is the abdominal need to create a 250ft+ lighted crossover system as the Connection Line relates to the CAPX2020 line existing in the Fish Creek Basin/Mississippi Backwaters-Wetland. I am appalled that Xcel did not design their CAPX2020 line better so no such crossover would be necessary; but since it apparently must occur, then it should occur closer to an existing structure like the 280ft radio/cellular tower near the I94 and Hwy 15 interchange.	Comment noted.
266	Comment includes the following attachments: -Map/photos of Fish Creek, Mississippi Oxbow, Fish Lake, etc. -Pages from the Mississippi River St. Cloud Comprehensive Management Plan -Wright County Flood Map Viewer	Comment noted.
267	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
267	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
267	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
267	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
267	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
268	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
268	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
268	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
268	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
268	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
269	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
269	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
269	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
269	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
269	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
270	The planned route through Sherman Twp. Sections 8, 9, 16, 17 is not a good route. There are many conservation easements in place in this area. And I am in the final stages of completing a RIM easement on 113 acres in the north east 160 acres of Sherman 17. When completed this will mean all 160 acres I own will be in conservation easement. 47 acres are already under a native prairie bank easement. We are expecting to close the RIM easement by Jan or Feb of 2025. This creates a very large block of protected land - several hundred acres.	Thank you for your comment. The existing easements are shown on pages 90 to 92 of Appendix N and are discussed in Section 7.4 of the EIS.
270	How can Excel expect to place an easement to allow for heavy construction and dirt work over the top of the conservation easements that call for no disturbance of the grasslands and wetlands they protect.	Comment noted.
270	I started my easement process over a year ago, long before I had heard of this new powerline. I am including 2 maps that show the land I am referring to.	Comment noted.
271	The purpose of my comments below is to point out reasons why this wind project is unnecessary and is an environmental negative. 1. Wind power is not "green" . While wind power is politically favored the material used to build the towers, blades and related infrastructure are clearly a negative. Wind towers and the related infrastructure clearly have a negative impact on wild life and those humans unfortunate enough to live in or near this project. It does not appear that an informed, non-pollical comparison of the environmental impact of the wind project versus the possible benefits of wind power has been completed. 2. Wind power is at or near the upper limits of the ability to produce electricity from fan blades. Thus, the technology involved is topped out. 3. Wind power, if not already, will soon be recognized as an outdated and inefficient source of electricity. The current efforts to restart the Three Mile Island nuclear plant should be viewed as a look into the very near future. 4. Even if wind power is viable and or needed, the location of the wind towers in the southwestern part to the state misses the opportunity to effect electrical use by aligning generation with consumption. The more electricity the seven county area, inclusive of Minneapolis and St Paul, demand then they should have to ability to also control the generation via wind towers and solar panels in the seven county metro area.	Thank you for your comment and participating in the permitting process.
271	5. Excel's support of a proposed AI technology center in the Becker area, given the massive energy needs of an AI technology center, shows the Excel believes there is currently adequate generation capability.	Comment noted.
271	6. We all know, but many will not admit, that the promotion of wind power is purely a political process with inadequate consideration of relevant competing factors. Thank you for your consideration of this comment letter.	Comment noted.
271	Comment includes scoping comment attachment, which discusses the presence of native plant communities, species of greatest conservation need/Wildlife Action Network, threatened and endangered species, etc.	The EIS assesses the presence of these resources and potential impacts to them for the route segments.

Comment ID	Comment	Response
272	Me and my family own the north half of Section 21 and owners of the northeast Section 20 of Gales Township. Me and my family are very much opposed to the transmission line being proposed to be built on our property. We think a better route would be north along 210st see map attached.	Thank you for your comment and participating in the permitting process. Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
273	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
273	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
273	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
273	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
273	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
274	We are landowners (Redwood County, Sherman Township, Sec 9, T112 N., R34W) that the proposed blue route crosses. On our place, the footprint of the powerline right-of-way (ROW) contains a mix of permanent conservation easement, pasture, and agricultural lands that would adversely impact a number of human and natural environmental resources, including human settlement, aesthetics, recreation, land-based economics, archeological and historic resources, public and designated lands, rare and unique natural resources, vegetation, wetlands, wildlife and wildlife habitat, and surface water, such as the Minnesota River and several springs and streams which we provided in detail during the scoping process and provide again for this portion of the process. Our objective with this correspondence is to point out some significant concerns, resend original scoping information request to be more fully utilized during route selection, and provide some additional alternative routes for consideration. Up to this point, we have been hesitant to provide specific onsite alternatives for this may appear as concurrence for the project as is. Our reasoning for taking a deeper dive into detail on specific impacts during the scoping process was to demonstrate the severe site limitations for construction, restrictions preventing disturbance such as a powerline, the areas high value environmental and cultural resources, and generally why it is a place to avoid, therefore we do not support the project as it currently exists knowing there are more suitable locations for river crossings that are less impactful.	Thank you for your comment. The EIS assesses the potential impacts to these resources in Sections 5.2 (Human Settlement) 5.2.1 (Aesthetics), 5.2.8 (Recreation), 5.3 (Human Health and Safety), 5.4 (Land-based Economies), 5.5 (Archeological and Historic Resources), 5.6.6 (Public and Designated Lands), 5.6.7 (Rare and Unique Natural Resources), 5.6.9 (Surface Waters), 5.6.10 (Vegetation), 5.6.11 (Wetlands), and 5.6.12 (Wildlife and Wildlife Habitat). Specific impacts to these resources are discussed for each region in Chapters 6 to 12. Alternative routes were proposed during the scoping period and accepted alternatives are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.

Comment ID	Comment	Response
274	For starters, if the blue line goes through as proposed, we do feel betrayed by the process and State of Minnesota resource agencies entrusted to manage the state's water, soil and wildlife and the states leadership affording the undemanding use of condemnation under a thinly veiled corporation as a public utility for "public use". Is a large corporations business dealing a public or private interest? On the surface, this appears to be a private interest business dealing that utilizes the government's power of condemnation which continues to erode the protections of private property rights afforded under the 5th amendment. We are not familiar with the project's entirety, a simple question, in the alternative analysis completed on Sherco power replacement, was a direct line considered from the power production area of southwest Minnesota directly to the Twin Cities? A shorter direct route would make more sense to the average citizen, less line loss, less project cost, etc.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
274	Our active engagement in the process began last spring with the Environmental Impact Statement (EIS) scoping request. The EIS public process was portrayed as an open dialogue atmosphere with no predetermined outcome. As described in the Draft EIS Executive Summary at the bottom of page 1, "neither route is designated as preferred by the applicant." During the scoping period we were asked to provide information about specific human and environmental impacts, alternative routes and unique characteristics of our landscape which we did with assistance from our local county resource staff and other resource professionals, including Natural Resource Conservation Service (NRCS), Board of Water and Soil Resource (BWSR) and US Fish and Wildlife Service (USFWS). The information provided during the scoping request covers many of the factors the Commission considers when making decisions about route permits. At the November 7th public hearing, prior to the formal hearing portion, we engaged Xcel and Commerce staff on some of the information we provided during the scoping process along with "why" items like the extensive area of Reinvest In Minnesota (RIM) easements that blanket the area were not on any of the easement maps shown at the meeting, information we supplied in February and readily available on line from Board of Water and Soil Resources. There was a good exchange of information, however, an Xcel staff member when discussing the project with my father and myself commented they were in conversation with BWSR leadership which we found extremely disingenuous for we have been consulting with BWSR staff on this very topic over the past year, even having a call just prior to the November 7th meeting, yet BWSR staff have not been formally contacted by Commerce/Xcel after several requests to them by BSWR.	The existing easements are shown on pages 90 to 93 of Appendix N and are discussed in Section 7.4 of the EIS.
274	At the latest public hearing, we were surprised that no adjustments or alternatives were being considered for the Minnesota River crossing. The RIM easements of the area are the early versions with terms center around no disturbance and have allowance for drainage maintenance but no language for public utility infrastructure allowance. We are in partnership with BWSR on these easements, the consulting firm hired by Xcel to conduct habitat disturbance activities such as soil boring, etc. has not engaged BWSR nor has Xcel/Commerce staff, placing landowners in jeopardy of easement non-compliance with BWSR if allowance to proceed is granted. BWSR staff stated attempts have been made throughout the course of the year to engage Xcel/Commerce but have not produced dialogue between the parties, leading to frustration due to the lack of cooperation. We have not moved forward on any access or site investigation agreements due to the confusion.	Comment noted. Until a permit is issued by the Commission, landowners may refuse access.
274	We also believe that the provided "other" route options with justification as a part of a suite of recommendations provided under the scoping process were arbitrarily dismissed in the EIS evaluation based on subjective factors with weak explanations, such as, outside a distance of 10 miles, not enough room available next to existing transmission line or transferring environmental problems to another site. If you know the area, you know the reasons provided are questionable especially since the answers lack any detail/analysis on why route options were discounted. Also, from our perspective, the responders/applicants overlooked, maybe were not qualified in wetland and wildlife resources or were just not interested in limiting environmental impacts. Given the severe limitations and restrictions of the current location, we hoped Xcel would be deterred and take fresh look at a variety of suggested general crossing locations that fit more in line with developing good alternatives. We are not transmission line experts, but it doesn't take much imagination to come up with more suitable sites for construction with limited environmental damage. For example, if the crossing is moved west, the active river floodplain narrows to under 500ft making it easier to cross using conventional build dryland techniques, to the east it could be co-located with a larger line along the Franklin/Morgan road that crosses a broad herbaceous vegetative floodplain that has already been impacted by a large powerline crossing, there are plenty less expensive environmentally and economically crossing locations available was our point we tried to make. The site limitations and restrictions brought up would ordinarily be a deal breaker and should be considered early in the alternative process, so lines aren't arbitrarily constructed in high value environmental areas. It almost seems that conservation easements are targeted for crossing given the newer easement language of utility allowance and generalized use of condemnation afforded by the State to businesses.	Comment noted. Docket no. 20244-205515-01 (available here: https://efiling.web.commerce.state.mn.us/documents/%7B90D6ED8E-0000-C91E-934B-357238B1F42F%7D/download?contentSequence=0&rowIndex=60) discusses the alternatives recommended for study by EERA staff. Commenters recommended 60 route segments, 14 route connectors, and four alternative alignments. Of these, the overwhelming majority are studied in the EIS. Fifteen alternatives were not recommended for study--the reasoning is provided in the same document.

Comment ID	Comment	Response
274	Also, there is a common misbelief that impacts and project costs to agriculture lands are greater, we would argue the opposite, agricultural lands have minimal environmental and cultural resource value given the extensive land modification, while conservation and natural areas will require extensive mitigation with associated costs, have increased construction and maintenance costs to secure transmission lines across wetlands and active floodplain, valley lands would be considered residential real-estate with valuations of 4 to 10 times higher than agricultural values and the overall diminishment is greatest to public resources of water, wildlife and aesthetic value. In summary, the blue line route as it crosses the Minnesota River would plow through extensive forested floodplain wetland containing seasonal and permanent wetlands of federal and state importance, center punch an active bald eagle nest, impact state and federal listed wildlife species of importance, disturb important cultural resources (burial mound), and more. Again, all of this was provided in the last scoping request of information which we thought on its own merit would change the project route, we were misguided.	Comment noted.
274	Also, what we thought was a little strange, a typical EIS process would consider a range of reasonable alternatives, not just two with variations, it seems there has been more focus on analyzing a minimum of alternatives required, rather than on developing a good suite of alternatives that are more environmentally and economically sound. We are assuming alternatives were generated by Xcel which can be subjective, often reflecting narrow project objectives, influenced by organizational agendas, and preferenced toward a proposed action even though we are being told there is no preferred route at this time. As we are finding out, public participation by those being most directly impacted, landowners, occurs too late in the EIS process to influence significantly the design of alternatives, especially when being driven primarily by environmental concerns. We would be interested in knowing of the minor course changes adopted, were they based on human settlement concerns, environmental or a combination? The reason we stated the night of the hearing that the process is putting the cart before the horse, Xcel alternative selection and Commission route factors come into play after routes have been determined based primarily on powerline logistics and game changing human and environmental factors that would be helpful in determining best route prospects lose their decision making value.	Should a member of the public have recommended a complete alternative to the project, EERA staff would have considered that alternative. Refer to the scoping decision, included in the EIS as Appendix A, for a discussion of the alternatives included in the EIS.
274	One more example to demonstrate environmental concerns appear to take a back seat in this process, during the February scoping meetings an example utilized by Xcel/Commerce staff involving a DNR habitat unit where the agency was concerned about a small parcel of upland the proposed line would fragment from the larger habitat unit and it was decided it would be less impactful to run the line through the middle of the habitat unit crossing a large wetland and by the way the line would just happen to be in a better alignment and shorter. The avian collision concern alone would cause any biologist significant amount of heartburn and move to avoid, if this was actually a real example, the agency decisions were likely driven by some extraordinary circumstances including outside pressures and influence to not select the alternative with the least amount of impact.	This alternative followed an existing transmission line and was recommended by DNR staff. The Commission ultimately agreed with DNR staff and permitted the alterative based on environmental concerns. See Docket Number TL-15-628.
274	As landowners, we have a significant amount of heartburn when we saw a map at the meeting on the right side of the room (facing forward) that had a dashed line along with the blue, the legend on the map stated the dashed equaled preferred route. We are not sure what happened to the nonbiased publicly driven alternative review process as stated in the overview.	Applicants are required to submit two routes at the beginning of the process. Neither of these routes can be a preferred route. However, as the process proceeds the applicant can demonstrate a preference. It was made clear at the meeting that no decision had been made and this was simply Xcel Energy's preference.
274	Finally, in good faith we along with our neighbors partnered with Board of Water and Soil Resources (BWSR) in 1992 to restore a significant reach of Minnesota river floodplain, riparian forest and wetlands for personal enjoyment with significant public benefit. The easement protected lands where the highest and best use is for conservation and public good. As mentioned earlier, the initial form of easement does not allow for disturbance for public utility installation, maintenance or repair, unlike subsequent versions (see attached). We do expect BWSR to vigorously defend the terms of the easement preventing powerline installation through this area, along with other resource agency determinations to hopefully avoid the area. The process as far as we can determine has been pre-decisional in all aspects, important site information requested by the process not being fully utilized in the alternative route decision making process of the applicant, information already stating blue line being preferred alternative in the middle of evaluation process, misrepresentation of the facts by Xcel staff, environmental concerns seemingly taking a back seat and the overall narrowness and lack of a number of alternatives to evaluate is very concerning. We want to trust the process, however, if this is any indication of what's to come it's a forgone conclusion, Commerce and Xcel are just going through the motions to meet the intent of what the state legislature enacted to give impacted landowners a voice but not able to substantially influence the process in any meaningful way.	Comment noted.
274	We are attaching our original scoping comments, recommendations and potential resource impacts evaluation for the Commission to consider when making a decision on a route permit, a copy of the 1992 BWSR non-disturbance easement, and a couple of on-site line alternatives that would be less impactful. Again, we do not support the project as is and these alternatives are provided under a level of duress because we feel if we don't provide more alternatives (ironic) we will end up having the worst case scenario play out. As mentioned above, there was not enough emphasis given to route alternative development. Having only two routes to evaluate does lead to skepticism that one route was developed as a decoy, fraught with problems to default select the companies preferred blue route. Additional routes should be developed by an interdisciplinary team so transmission line logistics as well as human and environmental resources are brought in on the front end providing solid alternatives for review. In our attachments, our scoping documents contain a number of concerns and recommendations that address route selection criteria with improvement recommendations.	Comment noted. The applicant is required to provide "at least two proposed routes for the proposed high voltage transmission line and identification of the applicant's preferred route and the reasons for the preference" per Minnesota Rules, part 7850.1900. So long as two route widths are proposed this burden it met. Potential changes to the regulatory framework established in chapter 7850 are outside the scope of the EIS.

Comment ID	Comment	Response
274	Comment includes a copy of scoping comments: Comments and information provided for EIS evaluation is centered around human and environmental impacts, alternative routes and unique characteristics for Cedar Lane Farm, Sec 9, T112 R34 Sherman Township and surrounding area.	Comment noted.
275	I'm following up on my email from last February where I listed my reasons for opposing the route going thru prime Renville County farmland. I farm two parcels along that route in Osceola Township sections 29 & 32. I already have two pipelines going thru section 32 and am against more Utility corridors. This is also taking prime farmland out of production and I am very concerned about stray voltage! My experience with projects like this is that the construction crews aren't careful and mix clay and black dirt, and the land never produces the same way. Please consider where this route is going through and what it is doing to some of the best farmland in the world! Thank you for listening!	Thank you for your comment and participating in the permitting process.
276	I am a writing to express my opposition to the Xcel Energy alternative route #209 in Sandes Township. I am a mother of 4 on a farm site that, if approved would have this power line within 200 feet of our home we just built 4 years ago. The power line would run the entire length of our 10 acre farm site causing major risk and health concerns. This power line would also severely decrease the value of our farm in an already very unstable economic time. We don't have the option to just pick up and move. We love where we live and don't want to be forced to leave by having a power line so close to our home. We also have friends who live close to a transmission line (however further away then this would be) and they have a constant hum that is daily nuisance and another daily hurtle the power lines will cause at our home. I feel that the blue route has the least direct impact on farm land, homes, wild life and the environment as it runs through a more dense area.	Thank you for your comment and participating in the permitting process.
276	If the purple route is chosen and the alternative segment (#209) that runs through Sandes Township is used it will have an impact on 13 homes. Thirteen homes will have this line run within 500 feet of their home (two within 200 feet) where their loved ones are every single day. The primary purple route (that would be used instead of segment #209) comes within 500 feet of ZERO homes. I understand that his alternate route was proposed as land owners do not want the line breaking up their farm land. However, if the option was to either have the transmission line running through their field that they work in 10-15 days a year or run within 200 feet of their home that they sleep at every single night, I am sure they would pick the farm land. I come from a very farm focused family with thousands of acres and completely understand the inconvenience of the line running through tillable land, but no way does it compare to the risk factors and headaches that are present with a line so close to your home that you are at every single day.	Comment noted.
276	Please consider the blue rote as the primary transmission route as the effects are much less than the purple route. If the purple route is chosen please look closer into the huge impacts segment #290 has. I just can't believe an alternative route would be consider when it affects so many families and their homes.	Comment noted.
277	I recently found out that there is a major powerline project proposed, that is planned to be constructed through my elderly parents' property. I'm writing to inform you that what is planned for this project will have a very significant negative impact to my parents' property, significantly damage the environment, and severely diminish their financial standing, in the following ways: *What is planned and mapped out currently, will take out almost 1/3 of my parents' total acreage. *To move forward with the build, the entire woods on the south end of my parents' property will be wiped out and destroyed. *A large natural wetland and numerous natural springs and creek will also be wiped out, destroyed, completely.	Thank you for your comment and participating in the permitting process. As noted in Section 5.6.10, woody vegetation would only be cleared within the 150-foot ROW and as noted in Section 5.6.9 and 5.6.11, surface waters, such as wetlands, springs, and creeks, would be spanned to the extent possible.
277	*Due to the size of the towers being built and placement, the towers and lines will run directly over their fenced animal pasture and actually take out part of that pasture. The towers and lines will also run nearly directly over, or very near, the actual house itself. The emissions and radiation from the proposed proximity of these massive power lines will be dangerous to livestock, the people living in the house and the water supply which the tower will be built on top of and anchored in. The noise pollution will also be a factor, being that close to the house.	Potential impacts and mitigation measures concerning human health and safety (including livestock) are discussed in Section 5.3. As noted in Section 5.2.3, no residential structures are located within the 150-foot ROW of any alternative.
277	*In addition the proximity and size of the proposed structures to be built will be an enormous eyesore and will significantly and irrelatively devalue my parent's property. We recently put the house up for sale, to raise funds to pay for my elderly parents' long-term care. We had a $390K offer on the property within a very short period of time, and once the buyers found out about the proposed project, and after specifically speaking with and Xcel representative about the project, they cancelled the offer. The amount of devaluation this plan will cause to my parent's property will be so significant, it will make the different between their being able to comfortably afford to pay for the care of their choice for the rest of their lives, or becoming a ward of the state and having to rely on the state to pay for and decide on their level of care.	Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
277	*Looking at a map of the area, it appears there are numerous other wide-open spaces that this project could be routed through, with significantly less negative impact, instead of destroying 1/3 of my parents' property and decimating the overall value.	Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.

Comment ID	Comment	Response
277	*Even though today we now know the planning for this project has been going on for quite some, we only received notification recently for the first time. Others in our immediate community who are effected by this project also expressed the same issue; they were not notified until just a few weeks ago. We have now learned that for other counties impacted (write county for example), numerous pieces of information were distributed regarding the project, meetings, etc., for many months….communications that were not sent out to our immediate area. We were not properly and legally informed about this project. Even when we did receive the initial piece of information and called for more information, we were told they was nothing planned, that Xcel was basically just "kicking tires" to see if this was even a spot they wanted to consider. Again, this was just a few weeks ago! We have since found out about the depth of planning for the project, and that the proposed route through my parents' property is indeed the preferred route, and Xcel is fully expecting to pass this plan in early 2025. Even after finding this out, and me calling this week to get more information, the plan was completely downplayed to me…saying "its nothing final, it's 'just proposed', don't worry about it yet''. This is completely counter to what the reality and plan is, and also the complete opposite of what was told to our buyer, who then cancelled their offer, directly as a result of speaking to a representative from Xcel energy. It is unacceptable for Xcel to be telling two different stories about the proposed project, depending on what audience they are speaking to! I ask that Xcel re-furbish their plan and find a more suitable route for this powerline project, one that does not physically and financially destroy what my parents' have built for the last 50 years.	Notice requirements are outlined in Minnesota Rules, chapter 7850. Notice is required after application submission pursuant to Minnesota Rules, part 7850.2100. Notice of public information and scoping meetings is required pursuant to Minnesota Rules, part 7850.2300. EERA staff mailed notice to landowners potentially impacted by alternative routes. Notice of the availability of the draft EIS is required pursuant to Minnesota Rules, part 7850.2500, subpart 7. Notice of the draft EIS meetings and public hearings is required pursuant to Minnesota Rules, part 7850.2500 Subpart 8 and Minnesota Rules, part 7850.2600, respectively. Notice of the final EIS is required pursuant to Minnesota Rules, part 7850.2500, subpart 9. Minnesota Department of Commerce, Energy Environmental Review and Analysis unit (EERA) and Minnesota Public Utilities Commission. Staff followed these notice requirements, as did the applicant.
278	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
278	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
278	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
278	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
278	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
279	Should the commission grant a route permit for the MNEC Project? NO, the route application and Draft EIS for this project have not been reviewed or planned in enough detail to enable the commission to grant a route permit. As shown in the attached map detail in just one location, the planned route crosses directly over a wooded buffer area that borders a wetland area. The proposed route would require clearing many trees and continuing to cut and remove trees as long as the line is in place. In this case there is open space directly south of the proposed route that would keep the wetlands and woodland buffers to stay in place. Those trees are valuable to the wetlands, and wildlife and also would serve as the only buffer that I would have between my house and the proposed line. Xcel has not put forth any effort to plan the route of the proposed lines to minimize the impact to people, livestock, or natural resources along the proposed routes. The commission can NOT grant a route permit given the lack of planning and effort to minimize its effects as they have stated they would do.	Thank you for your comment and participating in the permitting process.
279	It has been indicated by the commission on multiple occasions that all comments need to be responded to. I have submitted 2 separate comments dating back to March of 2023 and I have not received any response.	The Department of Commerce is required to respond to all substantive comments received on the draft EIS.
279	Should the commission grant a certificate of need for the proposed MNEC Project? No, as stated in my previous comments the need for MN is power, and there are many ways to generate and deliver that power to the people of MN. Xcel Energy has not demonstrated an effort to pursue alternative methods of filling that need. I request that Xcel and the MN PUC provide a full report of the alternative options that have been researched to produce this power closer to the connection in Becker. This should include the development of additional solar and gas generation at Sherco, roof top solar systems, hydroelectric, etc.	Alternatives to the project are discussed in Chapter 4.
279	You cannot approve a need for this project without reviewing the alternative options. At the “hearing” in Kimball on 10/30/24 a representative from Xcel indicated that “Gas was always a part of the plan” when Xcel started pursuing this project. This was in response to questions about the proposed Gas plant that Xcel is seeding to build in Garvin, MN. I want to know why that gas plant would not be built at the retiring SHERCO site where it could be directly connected? Xcel Energy owns over 3,700 Acres of land surrounding the Sherco Plant that should be developed into power generating capacity before we ever consider running power lines for 180 miles to get power. The Sherco site is massive, and it is already an industrially developed area. There are no residential dwellings within this area that would be negatively impacted, and all the money being proposed to be used on a power line could be used to develop generating capacity at the connection point. In addition, this would eliminate the massive amounts of power loss over the span of this proposed line.	Alternatives to the project are discussed in Chapter 4. Natural gas generation is discussed in Chapter 4. Xcel Energy has already developed solar at the existing Sherco site.
279	No we do not need this project, Xcel needs to develop their own property first before seeking to take from others. Xcel and the PUC have indicated that they seek to minimize and mitigate the impacts of this project “as much as possible” so the least impact is to not build a line at all. Once again, if Xcel truly wishes to minimize impact to residents, communities, agriculture and natural resources then they need to review alternative options. I respectfully ask the commission to decline this certificate of need and require Xcel Energy to seek other more economical options that pose less impact to our residents, communities, agricultural lands, livestock, and wildlife.	Comment noted.
280	Anderson Trucking Service, Inc. ("ATS"), is a family-owned transportation and worldwide logistics provider based in St. Cloud, MN. The ATS corporate headquarters are near existing and proposed transmission routes, as well as a maintenance facility, and other family agriculture or residential parcels in the area that have in the past been, and could be further, impacted by various proposed routes of the Becker-to-Southwest Minnesota transmission line proposals. The Anderson family has had over 15 parcels, 300 acres, impacted by previous transmission line projects. The MN Energy Connection project now threatens to impact another 6 parcels and 200 acres, including agriculture land with existing and operating irrigation pivots.	Thank you for your comment and participating in the permitting process.
280	Broadly speaking, the northern sections of the Blue Route in Stearns County travel through less populated areas than the Purple Route that moves through populated Clearwater residential and agricultural areas. The preferred Blue Route that is proposed along County Road 8 has been developing into more of an industrial corridor where power line infrastructure and solar farms already exist, resulting in less impacts. It also seems the Blue Route to the north and west of Connector points A and B would run along approximately four more miles of existing roads and right-of-ways that should make it less impactful to residential areas and communities.	Comment noted.

Comment ID	Comment	Response
280	The transmission lines from the proposed Purple Route will cause adverse environmental impacts in the Fish Creek Basin/Backwaters of the Mississippi River, a part of the Great Mississippi Recreational Byway. This sensitive area has already been compromised by the existing CapX 345kV lines that were erected on three massive towers in the middle of the basin. The existing impacts will be compounded when a second line is slated to be added as part of the Alexandria to Big Oaks 345kV Transmission Line Project. (AlexandrialtoBigOaks.com) Adding the MN Energy connection transmission line along the proposed Purple Route would make three high voltage transmission lines in the same right-of-way - exposing water, flora, fauna and people to high voltage circuits, thereby tripling the cumulative pressures. The proliferation of powerlines in this area will further disrupt the natural waterfowl flyway from the Mississippi River, which has already occurred as indicated by reported waterfowl carcasses found beneath CapX lines. It will also further impair the visual and recreational enjoyment of the Mississippi River Recreational Area. (See CapX 2020 Monticello to St Cloud 2010 DEIS, 5.6.1. See also, Environmental Report: CapX 2020 Group 1 Transmission Project. 2008 at page 36) While the CapX route seemed to ignore their own studies and certain agency recommendations, it is imperative that the MN Energy Connection not make the same mistake, and preserve this unique area for future generations.	Comment noted. Fish Creek is identified on Map 14-10. Reference to Fish Creek's presence in Region G has been added to Section 5.6.9 and Section 12.6.9. Section 5.6.9 also discusses prior human influences.
280	Finally, the proposed Purple Route in Clearwater Township crosses the Clearwater River through a pristine wooded area and then traverses the township very close to numerous homesteads, creating numerous environmental concerns and community impacts. These negative impacts from the Purple Route should be closely examined in the EIS process, and avoided by selecting the northern portion of the Blue Route in Stearns County.	Chapter 10 discusses and compares the potential impacts of the route segments in this region.
280	We have previously commented with concerns about six Anderson Family/ATS parcels that could be impacted from the proposed routes. We also still maintain that with cooperation and proper route selection, these concerns could be avoided (mitigated) altogether. The six parcels mentioned in our previous comments are below, and include a) ATS maintenance facility (where large and heavy equipment is sometimes moved/parked); b) ATS headquarters (including surrounding parcels where the company would like to preserve the ability to expand with new facilities); and c) other family land parcels that contain center pivot irrigation systems. Specifically: • Wright County Parcels 204100161300 and 204100164100 currently have a pipeline easement affecting proposed routing; • Wright County Parcel 204100124201 has an irrigation pivot that was installed in 2022 and routing of the proposed transmission would impair the pivot; • Wright County Parcel 204100152400 has an irrigation pivot that would be impaired by the proposed routing; • Wright County Parcel 204100152100 has an irrigation pivot that would be impaired by the proposed routing; • With the rapid growth of Wright County and the Annandale school district, future plans for Wright County Parcels 204100161300, 204100124201, 204100152400 and 20410152100 are the development of a planned residential community that would be significantly impaired with the proposed high voltage transmission lines proposed; • Stearns County Parcel 19107400500 currently has an irrigation pivot that would be negatively impacted by the proposed routing. This parcel is also planned for future expansion by ATS to extend maintenance capabilities of nearby sites.	The efforts completed as part of the EIS did not identify the pipeline easement on Parcels 204100161300 and 204100164100. The applicant would be required to notify Minnesota One-Call prior to construction. Mitigation, including a Draft Site Permit condition to minimize disruption to and restore public services, is discussed in 5.2.6.10. The irrigation pivots on Parcels 204100124201, 204100152400 and 204100152100 have been added to the EIS.
280	The northern portion of the proposed Blue Route is our preferred route and would result in minimal impacts to ATS or family agriculture lands - with one exception that is a new development. This concerns Parcel 664 PID 19.10474.0050-attached herein. The latest proposed route for the Blue Route seems to have changed over our property, and would run over the middle of the parcel where an agricultural irrigation pivot is located. Previous route depictions showed this portion of the Blue Route running along the property line to the north of the green highlighted parcel on the attached map. This property line separates our ATS maintenance facility property (PIO 82.50617.0249) from a Rollis H. Anderson Family LTD property (PIO 19.10474.0050) to the south - and depicted on the attached map. We have concerns with the proposed route in this area being placed through the middle of a parcel and disrupting center pivot irrigation equipment instead of being placed along the property line of the two parcels. We wish for the EIS process to address these kinds of route placement decisions and the impacts it could have to business and agricultural interests. We have other concerns from possible impacts of the Purple Route regarding family agriculture lands containing center pivot systems and also limitations the transmission line could place on future agriculture and development, and wish for these to be evaluated through the EIS process in weighing the Purple Route (opposed) versus the Blue Route (preferred) in Stearns County.	Parts of the alternatives that do not follow division lines are discussed in the EIS. Route Segments G1 and G2, which are shown in your comment, are discussed in Section 12.2.1.
280	Multiple previous Xcel transmission routes implemented from 2004 to 2011 have impacted family properties as well as ATS business sites consisting of about 300 acres and 15 parcels or easements. With six potentially impacted additional parcels near the proposed Purple Route, this would culminate in 21 parcels and over 500 acres impacted by Xcel's transmission projects over the course of 20 years. ATS and other family properties have experienced a history of impacts from easements and proposed condemnation from overhead transmission line routes from 2004 to 2011 on 15 parcels comprising close to 300 acres. These impacts have significantly devalued and impaired the current marketability and potential development of the parcels. Evaluation of these concerns (past and present) in Stearns County between the proposed Blue and Purple Routes should be included with the EIS process.	Comment noted.

Comment ID	Comment	Response
280	We respectfully request that the EIS process closely scrutinize the proposed Purple Route for its negative cumulative environmental and community impacts, as well as the impacts it would cause to the area of ATS properties listed herein. We prefer the Blue Route that mostly avoids impacts to the six parcels listed above.	Comment noted.
280	We strenuously request that the route depicted in the parcel in the attached map be changed back to the northern property boundary, and that the Final EIS evaluate situations like these where the proposed transmission line can run along a property boundary with fewer negative impacts than through the middle of a parcel containing agriculture irrigation pivot equipment. The EIS process should take these seemingly small routing decisions into account and expose how working with landowners can lead to amicable solutions and fewer negative impacts.	Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
281	I own just about 70 acres on the blue route. Cutting across such a small piece could cause problems for my renter and reduce my rent. I am also extremely concerned that "high quality" Renville County land will be taken out of use by putting through this power line. The state looses untold acres of land annually to housing or projects like solar or wind farms and highline towers that could be avoided by choosing a route through less valuable land. Land is an asset that cannot be recreated, and add on top of that the quality of life to those living in the area that are impacted by a stressful view from their home or work area cannot be measured in dollars. Alternatives would be to follow roads only, or to be more creative in solar farms by using rooftops, or windmills that do not have wings but a slim tubular profile version, or requiring all new builds to incorporate solar/wind into housing. All I ask is for you to imagine a view from your home that is filled with a transmission line, or for the quality of your land to be changed forever. Please consider other options than the blue route.	Thank you for your comment and participating in the permitting process. Alternative routes were proposed during the scoping period and accepted alternatives are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
282	My family and I live along the Kandi-Ren line, which is currently a route alternative for the proposed transmission line. The Kandi-Ren line has a dotted landscape of land enrolled in the conservation reserve program, reinvest in Minnesota, and the Conservation Reserve Easement Program. Many of these acres are connected to each other via County ditch 16 and other grass corridors. My wife and I are beekeepers. We own 155 RIM acres located along the proposed transmission line.	Thank you for your comment and participating in the permitting process. . The easement on your property is shown on Map N.142 and is discussed in Section 8.6.6 of the EIS. A discussion of potential impacts to apiaries has been added to Section 5.4 of the EIS.
282	Having not previously done any research into how transmission lines affect honeybees, I started to delve into the subject after I learned of the proposed 345-kV transmission line. As it turns out there has been a lot of research done on this subject. Honeybees experience negative impacts from the Electromagnetic fields (EMFs) created by transmission lines. Studies have shown that bees suffer impaired motor function and cognitive function as a result of these EMFs. This study found that bees suffer stress associated with proximity to these EMFs and cause decreased olfactory learning as well as alter foraging activity and flight.(1,2) Bees use olfactory learning to both to locate food sources (flowering plants), and learn/memorize the location of their hive. (Shepard S., Lima M. A. P., Oloveira E., Sharkh S M, Jackson C. W., Newland P. L. Extremely Low Frequency Electromagnetic Fields impair the Cognitive and Motor Abilities of Honey Bees. SCI Rep. 2018 May 21;8:7932) As a result of foraging and flight being altered, honeybees lose out on food sources and plants don't get pollinated. Another study indicates that honeybee hives located in close proximity to high voltage transmission lines suffer up to a 58% queen mortality. In honeybee hives, the queen is the life blood of the colony. (Greenberg B, Bindokas V.P., Frazier M. J., Gauger J. R. Response of Honey Bees, Apis mellifera L., to High-Voltage Transmission Lines. Env. Ent. 1 Oct 1981, 10;5: p600-610.) If the queen dies, recruitment in the hive is cut off until the queen is replaced by the worker bees (if the colony has the resources to do so), or by human intervention. If the queen is not replaced the colony is doomed. This same study indicated that colonies in close proximity to high voltage transmission lines suffer increased winter mortality.(2) Exposure to EMFs causes increased energy expenditure, which in turn causes increased resource consumption. Honeybees do not hibernate. They do not stop using resources throughout the winter, even in Minnesota. Honeybees spend the summers harvesting resources to survive the winter. If bees use up their resources before spring, the colony starves and perishes. This has compounding impact on beekeepers. As a beekeeper I understand that increased resource consumption means that I must leave more honey in the hive to ensure that each colony has a chance to survive winter. The more honey I have to leave on the hive the less I have to sell. If my bees fail to survive winter, I have to order more bees to replace my colonies at a cost of $150-$200 per hive.	A discussion of potential impacts to apiaries has been added to Section 5.4 of the EIS.
282	Pollinators have become a hot topic in recent years. Farmers and environmentalists alike understand the importance of good pollination, not only for agricultural production but also sustaining our natural habitats. I now understand the impacts that a high voltage transmission line could have on my bee colonies, which made me start thinking about the native pollinators we also rely on for the pollination of our crops, prairies, and flowering tree. Honeybees are an easy species to study as they are commercially farmed, but native ground dwelling species such as Bumblebees are just as if not more important to local pollination efforts and are very difficult to study. I've been involved in many different environmental impact studies while working for the USGS- Northern Prairie Wildlife Research Center, USGS-Alaska Science Center, and the University of Georgia South-Eastern Cooperative Wildlife Disease Study and I am not naive enough to think that my bees are the only insect species that is affected by EMFs. The only difference is that when my bees die, I will notice. I understand the importance of reliable energy sources. However, cutting up 180 miles of the landscape/pollinator flight paths with another high voltage transmission line is yet another environmental oversight, and selfish devaluation of southern Minnesota's farmland and left-over natural areas. It seems like common sense that if we want to reduce environmental impacts while still getting reliable energy, it would be wise to run shorter transmission lines (10-20 miles) to the areas of use by placing solar fields or another energy source near the current Sherco power plant.	Comment noted. Alternatives to the project are discussed in Chapter 4.

Comment ID	Comment	Response
282	My wife and I thank all the different people that are involved in the permitting and planning process. We understand that it is a difficult and long process to sift through and there are no easy quick solutions. I also want to apologize for any severely negative words/threats/comments that have come from the people this proposed transmission line affects. I know that this project has brought up very strong feelings in talking with all my neighbors and attending some of the community input sessions. It is true that we feel like second rate citizens when an enormous company proposes taking our land for a transmission line that doesn't benefit any of the people that have to give up land. I pray clarity and discernment on your decision-making process. Thank you all for your time and efforts.	Comment noted.
283	You have in front of you, a proposed MNEC project/Xcel Energy High voltage Transmission Line. This project will affect a large part of Minnesota, especially the bountiful agricultural sector of the state of Minnesota. I've personally been, and participated in 4 meetings, plus our county commissioner meetings, regarding various aspects of this proposed project. I personally asked many questions about various aspects of this project - without anyone involved with the panel able to answer many of my questions.	Thank you for your comment and participating in the permitting process.
283	I'm not going to go on and on, but one of the most important aspects of this project is as follows: I asked the following "What types of energy (produced) is this transmission line project going to "carry", from the "Inception" of the transmission line, in "operating - mode" - i.e., actually carrying "produced energy" to the consumers of the project. The answers from the panel, were hard to come by, or really just lacking knowledge, of this very important aspect of this project. I kept asking : "Is this project going to carry energy produced by thermonuclear fusion?" Finally got an answer: this project will only be allowed to carry energy produced by "renewables" i.e. - wind and solar (only). This is insane - considering that fusion energy has and is being produced for many decades! In many nations! Clean, and extremely cheap to produce! It is the energy of the future! Solar and wind are actually antiquated forms of energy!	As indicated in Chapter 4, there is currently a ban on new nuclear facilities in the state of Minnesota.
283	This project should be "tabled" until all the facts/truths are known in their entirety! I will follow up with a bunch of information that all of you - and every citizen must be informed of - before any more time is spent reviewing this project! Comment provides several pages from articles about Black Rock, Inc.	Comment noted.
284	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: A more focused and thorough approach would benefit the environmental impact statement (EIS), particularly regarding the concerns raised by landowners along the affected corridors. Utilizing only verified and empirical data rather than unsubstantiated claims presented as information is crucial to enhancing the document's scientific integrity. Detailed assessment of the alternatives is essential to clarify the rationale for rejecting specific options. This should include a systematic side-by-side comparative analysis of the alternatives against the proposed solution, allowing stakeholders to evaluate the decision-making process critically. The environmental analysis must thoroughly examine the affected area, emphasizing long-term implications, cumulative impacts, unavoidable adverse effects, and irreversible or unrecoverable resource commitments. Furthermore, the EIS should explicitly outline the mitigation strategies to alleviate these environmental impacts and detail how they will be implemented. The document must also incorporate comprehensive considerations of climate change, investigating both the potential impacts of climate change itself and those associated with the proposed actions. The EIS must identify and specify mitigation strategies for significant adverse environmental impacts. A thorough discussion of obligatory and discretionary mitigation measures will give reviewers a clearer understanding of the proposal's trade-offs and benefits. Greater precision regarding the implementation of these measures-including timelines, responsible entities, and relevant regulatory obligations-is necessary to assess their effectiveness. Additionally, providing empirical evidence to support the uncertainties and limitations associated with the proposed mitigation measures will enhance the overall robustness of the EIS. By rigorously addressing these critical aspects of mitigation within the draft EIS, the impacted parties and the public will better understand how environmental impacts will be managed, facilitating more infonned decisions regarding the proposed actions and their alternatives.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures. Chapter 5 discusses the potential impacts and mitigation measures for the 14 factors (Minnesota Rules, part 7850.4100) the Commission considers when making a decision on a route permit. Chapters 6 through 13 assess potential impacts between possible alternatives in each geographic region. Chapter 15 addresses irreversible and unavoidable impacts. Chapter 16 addresses cumulative potential effects.

Comment ID	Comment	Response
284	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: The Commission should not grant a certificate of need for the proposed MNEC Project for several compelling reasons: Lack of Demonstrated Need The applicant has failed to conclusively demonstrate a genuine need for this project. A certificate of need should only be granted when there is unambiguous evidence that the proposed infrastructure is necessary and beneficial. In this case, the justification for the MNEC Project appears insufficient. More Prudent Alternatives There may be more prudent and reasonable alternatives to achieving the project's stated goals that must be adequately explored or considered. Before approving such a significant infrastructure investment, the Commission should thoroughly examine all practical options. Environmental and Community Impact Large-scale energy projects often have substantial environmental and community impacts that must be carefully weighed. The potential adverse effects of the MNEC Project on local ecosystems, land use, and nearby communities may outweigh any benefits. Economic Concerns The project's economic viability and long-term cost-effectiveness are questionable. The Commission must consider whether the project represents a prudent use of resources and whether the costs will be passed on to consumers in the form of higher energy rates. Regulatory Compliance It is unclear whether the MNEC Project fully complies with all relevant state and federal regulations. The Commission should ensure that all legal and regulatory requirements are met before considering approval. Technological Advancements Given the rapid pace of technological change in the energy sector, the proposed project may become obsolete or less efficient sooner than anticipated. The Commission should consider whether more flexible or future-proof alternatives exist. Public Interest The Commission's primary responsibility is to act in the public interest. Based on the available information, granting a certificate of need for the MNEC Project may not align with the best interests of Minnesota residents and ratepayers. In conclusion, due to these significant concerns and uncertainties, the Commission should deny the certificate of need for the proposed MNEC Project and instead encourage the exploration of alternative solutions that better serve the public interest and meet the state's energy needs.	Comment noted. Alternatives to the project are discussed in Chapter 4. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north.

Comment ID	Comment	Response
284	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: When considering additional conditions or requirements for a certificate of need for the proposed MNEC Project, several key factors should be considered and articulated in greater detail: Contractor Certification and Compliance The certificate of need should include strict requirements regarding contractor certification and compliance: • Contractors must obtain and maintain all necessary certifications before executing any contracts related to the project This includes: •A Workforce Certificate for contracts over $250,000 if the contractor has 40 or more employees -An Equal Pay Certificate contracts over $1 million if the contractor has 40 or more employees -The project can only begin once all required certificates are obtained, and the Minnesota Department of Human Rights (MDHR) is notified of the award and start date • A process should be established for verifying contractor certifications and exemptions before contract execution. Project Management and Oversight To ensure proper management and oversight, the certificate should mandate: • Appointment of a qualified Project Manager to oversee the project implementation. The Project Manager should: o Review and accept contractor programs and schedules. o Manage compensation events and changes o Ensure compliance with contract terms. o Facilitate communication between all parties. • Regular project status reporting to relevant authorities • Implementation of an early warning system to identify and mitigate potential risks Insurance and Liability The certificate should specify insurance and liability requirements: • Contractors must maintain appropriate insurance coverage from the project start date until the defects certificate is issued • Minimum insurance coverage levels should be clearly defined in the contract data. • Professional indemnity insurance should be required for any design work performed by contractors • Clear allocation of liabilities between the client and contractors should be established Quality Assurance and Compliance To maintain ambitious standards, the certificate should require: • Development and adherence to a comprehensive quality plan • Regular inspections by a qualified Supervisor to ensure work meets specifications and applicable laws • Proper certification and signing of all plans, specifications, and reports by licensed professionals Environmental and Community Impact The certificate should address potential impacts: • Compliance with all relevant environmental regulations and permits • Measures to minimize disruption to local communities during construction • Plans for ongoing stakeholder engagement and communication Financial Management To ensure fiscal responsibility, the certificate should mandate: • Regular financial reporting and auditing • Mechanisms for cost control and change management • Provisions for handling compensation events and their financial implications By incorporating these conditions and requirements, the certificate of need can help ensure the MNEC Project is executed efficiently, safely, and in compliance with all relevant regulations and best practices.	The recommended mitigation measures have been added to Sections 5.2.9 and 5.3.3 of the EIS.

Comment ID	Comment	Response
284	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: The Commission should not grant a route permit for the proposed MNEC Project at this time. There are several concerns that need to be thoroughly addressed before such approval can be considered. First, constructing high-voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota Public Utilities Commission order on August 10, 2023, line loss on this Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent of the transmitting amount. With a line loss of 11.33 to 12.75 percent, this plan has no logic. Environmental Impact The project poses significant risks to local ecosystems and wildlife habitats. The proposed route may disrupt sensitive natural areas, wetlands, and migration patterns of various species. A comprehensive environmental impact assessment is necessary to understand and fully mitigate these potential harms. Community Concerns Many residents have vehemently opposed the project due to concerns about property values, noise pollution, visual impacts on the landscape, and impacts on wildlife, forests, livestock, and pollinator populations. The current proposal must address these community concerns adequately or provide sufficient mitigation measures. Alternative Options Insufficient exploration has been done of alternative routes or energy solutions that could potentially have less environmental and community impact. A more thorough evaluation of other options is needed before committing to this specific project.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss. The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Alternatives to the project are discussed in Chapter 4.
284	Economic Considerations While proponents argue the project will bring economic benefits, questions remain about whether these benefits outweigh the potential negative impacts on local tourism, agriculture, and other existing industries. A more detailed cost-benefit analysis is required. Regulatory Compliance There are concerns that the current proposal may only partially comply with some relevant state and federal regulations regarding environmental protection and land use. These regulatory issues need to be resolved before any permit can be granted. Long-term Sustainability The project's alignment with long-term energy goals and sustainability objectives must be clarified. More information is needed on how this project fits into broader plans for renewable energy transition and climate change mitigation. Therefore, granting a route permit for the MNEC Project would be premature. Further studies, community engagement, and consideration of alternatives are necessary before a responsible decision can be made.	EERA staff gathered facts to allow the Commission to weigh varying human and environmental impacts. We do not believe a cost benefit analysis is commensurate with a reasoned choice amongst alternatives. Without more specific information EERA staff cannot predict what regulatory programs the commenter believes would only be partially complied with. Information on how the project fits into a broader context is provided in the certificate of need application and the applicant's Integrated Resource Plan (which is outside the scope of the EIS).
284	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither route is a satisfactory solution to the future energy needs for Minnesotans. Based on the available information, I cannot provide a specific recommendation for the best route alternative for the MNEC Project or suggest additional conditions for a route permit. The search results must contain more relevant and specific information about the project or its proposed routes. To rigorously evaluate route alternatives and recommend permit conditions for a transmission line project like MNEC, several key factors need to be expanded and reinforced with scientific data: Route Selection Criteria that require more detailed information: Environmental impacts (e.g., wetlands, wildlife habitats, protected species) • Land use compatibility; Visual/aesthetic impacts; Engineering constraints and costs; Impacts on cultural and historical resources; Public input and stakeholder concerns Potential Permit Conditions • Environmental mitigation requirements; Construction timing restrictions; Vegetation management practices; Structure design specifications; EMF mitigation measures; Post-construction monitoring. With additional and more specific details about the MNEC Project routes and local conditions, it is possible to determine which alternative best meets selection criteria or what permit conditions would be most appropriate. A thorough review of the project's environmental impact statement, public comments, and regulatory requirements would be necessary to make informed recommendations.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
284	Comment includes pages from the Watkins Area Stormwater Treatment Project. Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (source not stated). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted.

Comment ID	Comment	Response
285	This comment is being written to further explain why the Xcel Energy proposed energy connection route should not be allowed to be installed in the middle of Amiret section 16 and should be placed along the alternate routes that follow the roads that surround Amiret section 16. This email is being submitted to provide more information on water retention berms and how they serve to protect the harmful effects of soil erosion and flooding in Amiret section 16 and other areas as a soil conservation tool. Water retention berms are piles of dirt that are formed to create a barrier to slow down the flow of water in an effort to prevent soil erosion and regulate the flow of water to slow down the flooding rivers and streams. Berms work very similar to a miniature dam in their ability to hold back flowing water. Following a significant rain event the berms hold the water in its basin and then the water is drained through a network of tile lines in a controlled release to the water outlet. The berm has a tile drain located on the uphill side of the water retention area that drains the dammed water below the soil surface to the outlet at the banks of the river or stream. Currently there are nearly 30 water retention berms in Amiret section 16. Including two long berms located right in the middle of the section where Xcel Energy is proposing the utility line. In fact two of the proposed utility pole locations would be right where the berms are constructed. Also there are additional berms running parallel with these two long berms and proposed utility line. Please refer to picture sent in with previous comments. The distance between the sets of berms was carefully designed to allow for farming equipment to fit between the sets of berms with minimal disruption to the berms, the drains, and the tile lines.	Thank you for your comment. The berms are now discussed in Section 6.4.1 of the EIS. Xcel indicated that impacts could be avoided with final siting of structure placement (Appendix O).
285	Putting the Utility line on the proposed blue line in Amiret section 16 would be putting utility poles right on top of the berms. I think this would damage the berms and greatly weaken and diminish their ability to retain water. Moving the utility line north or south along the sides of actual property line within the blue area would still cause much damage to the soil profile, inlet drains, and tile lines that drain the 30 berms. The Xcel Energy utility poles would also be a huge disruption to how the area between the sets of berms can be effectively farmed. The soil profile, the inlet drains and the tile lines tile lines, would be irreparably damaged by the excessive weight of the installation equipment (Cranes) and the construction trucks hauling numerous loads of material and concrete over the many tile line areas. Not to mention the compaction of the soil that will forever impact the filtration of the water through the soil profile to access the tile lines for removal. The largest concern for compaction is from the many loads of materials and concrete. This damage would be multiplied as the only access for Amiret section 16 is from the east so all the equipment and loads would be compacting the same access for all the utility poles being installed in the section. Some portions of the route going from east to west to install the utility poles in the middle of the section would have to be driven over five or six times more than usual as deliveries to the poles located further west would have to use the same access instead of having access from a road from the west. This is a multiplied problem simply because there is no road access from the west.	Impacts to soils are discussed in Section 5.6.8.
285	I believe the Alternate Route Scope #203 would be a much better alternative because this route follows the roads. There are no water retention berms and significantly fewer tile lines that intersect with the road and this alternate route. Also the road is already constructed and provides a much easier access for all the heavy equipment loads and material loads. The alternate route for the utility line would be much better for many reasons: The roads provide much better access for construction equipment and materials and will not be doing any damage to the soil profile, berms, tiles or drains. There would be much less compaction by using the roads instead of driving over open areas of the field. Roads are built for hauling, the middle of fields are not. There are very few if any tile lines that cross under the road way of the alternate route. Also, there would be no disruption to how the area around the berms can be farmed. Putting utility poles between the berms may make it impossible to farm those areas as there is a limited width to drive equipment through between the berms.	Comment noted.
286	I am a writing to express my opposition to the Xcel Energy alternative route #209 in Sandes Township. I am a land owner, farmer, parent and grandparent that has land and family that this line would directly impact. The proposed line along 490th street impacts several homes and coveted land along the Yellow Medicine River. This route would affect 13 homes and be within in such a close proximity, that each family would have a daily negative impact from these lines. I farm hundreds of acres of land around the route and hope to not have these lines affecting my field work. However if the choice was between having the line run through my tillable land vs within 200- 300 feet of a home I would pick the field every time. Please look closer as the negative impacts of this route. It makes no sense to but a line so close to so many homes when the main segment of the purple route does not come within 500 feet of any homes. If a route must be chosen I recommended the blue route has the least direct impact on farm land, homes, wild life and the environment as it runs through a more dense area.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
287	Xcel Energy appreciates EERA's preparation of the DEIS and believes that the DEIS reasonably addresses the issues and alternatives raised in scoping. Xcel Energy's limited comments here provide clarifications and/or additional information where it may be helpful in the review of the Project by EERA, the Administrative Law Judge, and the Minnesota Public Utilities Commission. In addition, consistent with the Scheduling Order in this matter, Xcel Energy will submit, among other things, its responses to public hearing comments on December 13, 2024. These comments are organized to correspond to the organization of the DEIS. Xcel Energy also incorporates its pre-filed testimony into these comments, as applicable. (See Direct Testimony of Jason Standing (Sept. 6, 2024) (eDocket No. 20249-210020-04); Direct Testimony of Joseph Samuel (Sept. 6, 2024) (eDocket No. 20249-210020-03); Direct Testimony of Matthew Langan (Sept. 6, 2024) (eDocket No. 20249-210020-02); Surrebuttal Testimony of Joseph Samuel (Oct. 22, 2024) (eDocket No. 202410-211225-03); and Surrebuttal Testimony of Matthew Langan (Oct. 22, 2024) (eDocket No. 202410-211225-02).)	Thank you for your comment and participating in the permitting process.
287	A. Project Background 1. Need The DEIS states that the purpose of this Project is to: "construct a [HVTL] to connect new energy sources to the [Midcontinent Independent System Operator (MISO)] transmission grid at the location of the retiring Sherco coal-fired generator. . . ."(DEIS) Xcel Energy requests that the DEIS further clarify that the primary purpose of the Project is to interconnect new carbon-free generation to the Sherco Substation. Specifically, in its order regarding Xcel Energy's 2020-2034 Upper Midwest Integrated Resource Plan (IRP) (the 2019 IRP Order), the Commission specified: Xcel has demonstrated that, between 2027 and 2032, it will need approximately 600 MW more solar-powered generation and 2,150 MW more wind-powered generation, or an equivalent amount of energy and capacity from a combination of wind, solar and/or storage. (In the Matter of the 2020-2034 Upper Midwest Integrated Resource Plan of Northern States Power Company d/b/a Xcel Energy, MPUC Docket No. E002/RP-19-368). Likewise, there are currently open dockets related to the Company's 2024-2040 IRP (Docket No. E002/RP-24-67) and acquisition of up to 800 MW of firm dispatchable generation (Docket No. E002/CN-23-212). In those dockets, Xcel Energy filed a Settlement Agreement on October 2, 2024. Under that Settlement Agreement, 2,800 MW of wind and 120 MW of standalone storage are projected to connect to the Project. The Settlement Agreement also supports the selection of the Company's proposed 420 MW Lyon County Generating Station that will back up renewables and supply power during critical times, while also providing grid stability for the Minnesota Energy Connection. The Commission's comment period regarding the Settlement Agreement closes on December 18, 2024. (In the Matter of Northern States Power Company d/b/a Xcel Energy 2024-2040 Integrated Resource Plan, MPUC Docket No. E002/RP-24-67). Overall, based upon the 2019 IRP Order and the proposed 2024 Settlement Agreement, the Company anticipates that the large majority of generation connected to the Project will be carbon-free (likely wind) generation, and the Project is needed regardless of the proposed Lyon County Generating Station. The Company thus respectfully requests that the Final Environmental Impact Statement (FEIS) further specify that the purpose of the Project is not only to connect new energy sources, but new carbon-free energy sources.	Comment noted. Xcel Energy had an opportunity to comment on the EERA's defined purpose of the project during the scoping period. Xcel provided no comment at that time. The project need (Section 4.1) has been updated to note that in the applicant's view, the project's primary purpose is to interconnect new renewable generation to the Sherco Substation. Additional information regarding the total anticipated MWs of wind and solar, as well as open docket for the Lyon County Generating Station has been added to Cumulative Effects (Chapter 16).
287	2. Schedule The DEIS states that Project construction will commence in the third quarter of 2025. (DEIS) Xcel Energy notes that this timeframe is consistent with the Route Permit Application. The Company provided an update regarding Project schedule in the Direct Testimony of Joseph Samuel indicating that Project construction is anticipated to commence in early 2026 and be placed in service in third quarter 2028. (Direct Testimony of Joseph Samuel at 3 (Sept. 6, 2024) (eDocket No. 20249-210020-03).) The Company respectfully requests that the FEIS reflect this update to Project schedule.	These clarifications have been made in Section 3.6.
287	3. Cost Section 3.5 of the DEIS discusses Project costs. The cost estimates in the DEIS are consistent with the Route Permit Application. The Company provided additional information regarding Project costs in both the Direct Testimony and Surrebuttal Testimony of Mr. Samuel. (Direct Testimony of Joseph Samuel at 3-5 (Sept. 6, 2024) (eDocket No. 20249-210020-03) and Surrebuttal Testimony of Joseph Samuel at 4-6 (Oct. 22, 2024) (eDocket No. 202410-211225-03)). Appendix O to the DEIS includes a supplemental information inquiry response from Xcel Energy regarding, among other things, costs. Xcel Energy notes that the version of Xcel Energy's response reproduced in Appendix O appears to be incomplete. Xcel Energy respectfully requests that the FEIS reflect this additional information and that the costs reflected in the FEIS reflect Mr. Samuel's Testimony and the complete supplemental information inquiry response from Xcel Energy; for example, as stated in Mr. Samuel's Direct Testimony (and contrary to the values presented in the DEIS), Xcel Energy anticipates that the Purple Route will cost more than the Blue Route, despite being shorter. Likewise, as reflected in Schedule 1 to Mr. Samuel's Surrebuttal Testimony, the Blue Route and Preferred Route are anticipated to cost less per mile than the Purple Route and Routes C and D studied in the DEIS. (Appendix O to the DEIS includes a supplemental information inquiry response from Xcel Energy regarding costs. The version of Xcel Energy's response reproduced in Appendix O may be incomplete in that it omits some narrative provided by the Company regarding cost calculations.)	Appendix O has been corrected to include the full narrative of Xcel's response. The updated cost information provided in Xcel's direct testimony has been added to the EIS.

Comment ID	Comment	Response
287	B. Chapter 4: Alternatives to the Project In describing the feasibility of alternatives, the DEIS focuses primarily on whether an alternative can connect new energy resources at the Sherco Substation. (DEIS). The discussion of all alternatives would be more comprehensive if it were to include a determination of whether the alternative meets the Project need as identified in Section A(1) above—to connect more than 2,000 MW of carbon-free energy and capacity resources at the Sherco Substation. In Section 4.2.5.1.2 Natural Gas, the DEIS states that the "alternative meets the purpose of the project to interconnect new generation sources to the Sherco Substation." (DEIS). While a new gas plant that connects to the Project may be selected in Docket No. E002/CN-23-212, that is not the purpose of the Project. The purpose of the Project is to connect carbon-free energy and capacity resources at Sherco.	Comment noted.
287	C. Chapters 5-12: Potential Impacts and Mitigation 1. Lux Airstrip In Section 5.2.10.6.2, the DEIS notes that the Blue Route could impact the existing Lux Airstrip, a private grass airstrip, and states that "Route Segment 223 . . . is recommended to avoid direct impacts" to that airstrip. (DEIS). As described in the Direct Testimony of Matthew Langan, Xcel Energy reviewed Route Segment 223 and does not support the entirety of that alternative because of increased impacts to residents on the southern portion of the alternative and constructability concerns associated with multiple potential crossings of an existing transmission line in this area. (Direct Testimony of Matthew Langan at 12 (Sept. 6, 2024) (eDocket No. 20249-210020-02).) However, Xcel Energy does not oppose the northern approximately one mile of Route Segment 223. In Mr. Langan's Direct Testimony, Xcel Energy identified a modified version of Route Segment 223, along with the human and environmental impacts associated with the modified route segment. Xcel Energy does not object to the modified alternative being included in the Project's route and requests that the FEIS include analysis related to the modified alternative. Xcel Energy will provide any additional information needed by EERA for this modified alternative.	Alternative routes were proposed during the scoping period and those alternatives accepted by the Commission for further study are listed in the scoping decision. Additional alternatives are not accepted at this stage in the permitting process.
287	2. Redwood Falls Municipal Airport During the November 7, 2024, meeting and hearing in Redwood Falls, a member of the public questioned whether the Redwood Falls Municipal Airport should be identified and analyzed in the DEIS. The Blue Route is approximately 3 miles south of that airport. The Purple Route is farther from the airport than the Blue Route. Due to the distance of the Blue Route from the Redwood Falls Municipal Airport, no impacts are anticipated from the Project. Regardless, Xcel Energy will consult with the Federal Aviation Administration as needed.	Reference to the airport has been added to Section 5.2.10.4.
287	3. Stray voltage During the October/November 2024 meetings and hearings, members of the public had questions and comments concerning stray voltage. This topic is addressed in Section 5.3.4 of the DEIS. At the meetings and hearings, Xcel Energy representatives provided further information regarding the Company's voluntary procedures related to stray voltage. Related to those procedures, for the convenience of EERA and the public, Xcel Energy provides here a link to Minnesota Stray Voltage Guide: A Guide for Addressing Stray Voltage Concerns. (See https://www.minnesotastrayvoltageguide.com/wpcontent/uploads/2015/10/MN_StrayVoltageGuide_HR.pdf.)	This information has been added to Section 5.3.4.2 of the EIS.
287	4. Route Segment 213 Section 7.9.5 of the DEIS discusses Route Segment 213 and states that the alternative was proposed, among other things, to avoid nearby dwellings. (DEIS). Xcel Energy's initial review of Route Segment 213 identified several issues related to this alternative, including the close proximity to the Minnesota Department of Natural Resources Sheridan Wildlife Management Area (WMA) and state conservation easements along the Redwood River, a greenfield crossing of the Redwood River, additional wetland crossings, and three additional angle structures that increase cost. Route Segment 213 does, however, provide a net reduction of four residences within 300 feet of the transmission line. Therefore, upon further analysis, including review of comments made during the public hearings, Xcel Energy has determined that, although there would be an increase in cost, Route Segment 213 would be feasible because the Project alignment could avoid the WMA and conservation easements. Xcel Energy does not object to the extent the Commission selects Route Segment 213 as part of the Project's route.	Comment noted.

Comment ID	Comment	Response
287	5. Center pivot irrigation systems Xcel Energy's route development attempted to avoid impacts on center pivot irrigation systems by following property and field lines, allowing center pivot irrigation systems to continue to function, regardless of whether they are within the right-of-way or route. In certain areas, other constraints (i.e., residences) made total avoidance infeasible. Where a center pivot irrigation system is impacted, Xcel Energy will work closely with the landowner to minimize and mitigate those impacts. With respect to center pivot irrigation systems, Appendix E of the DEIS analyzes and compares the length (in feet) of a route's crossing of a system, as well as acres of a system within a route's right-of-way. Xcel Energy notes, however, that acreage of a system within a right-of-way does not indicate actual impacts to a system, particularly where a right-of-way follows property and field lines. In other words, acreage of a center pivot irrigation system within a right-of-way does not necessarily mean that the system would be impacted by the Project. Xcel Energy requests that the FEIS reflect that acreage of a system within a right-of-way does not necessarily indicate adverse impacts to that system.	The referenced data was used to help inform locations of irrigation system crossings and the narrative in the EIS summarizes EERA's understanding of where systems are likely or unlikely to be able to be avoided. A note has been added in Appendix E to make this clearer.
287	In Sections 9.8 and 11.8, the DEIS states that Route Segments D4 and F4 (both of which correspond to the Blue Route) would result in impacts to existing center pivot irrigation systems. (DEIS). More specifically, the Blue Route along Route Segment D4 would cross two center pivot irrigators just east of Grove Creek; it is not clear to Xcel Energy that impacts would be unavoidable to these systems, given their location in relation to the right-of-way. In this area, the route was developed to avoid greater impacts to residences if the route were to follow existing roads in the area, including pinch points where residences exist on either side of roads. Similarly, the Blue Route along Route Segment F4 would cross two center pivot irrigators; here, too, it is not clear to Xcel Energy that impacts would be unavoidable to these systems, given their location in relation to the right-of-way. In this area, the Blue Route follows generally property lines and avoids residences within 300 feet; furthermore, the Blue Route in this area avoids the residential development to south on the northern edge of City of Kimball. Site-specific analysis will be conducted after a route is selected and more detail is available regarding the irrigation systems to determine whether adjustments are feasible to avoid or minimize impacts.	Comment noted. Section 9.8 of the draft EIS concluded impacts could not be avoided for the pivot irrigation systems shown on Map 11.5. Section 11.8 of the draft EIS concluded impacts could not be avoided for the pivot irrigation systems shown on Map 11.8. The final EIS has been updated to indicate Xcel's assertion that impacts to these systems could be avoided.
287	6. Reliability The DEIS describes system reliability and safety concerns associated with transmission line crossings in Section 5.8, consistent with Minn. Stat. 216E.02, subd. 1 and Minn. R. 7850.4100(K), which requires consideration of electrical system reliability. The DEIS does not assess differences in line crossings and reliability among route alternatives studied. As described in the Direct Testimony of Jason Standing and Xcel Energy's response to supplemental information inquiry 4 (included in Appendix O of the DEIS), transmission line circuits that cross over one another present operational and maintenance challenges. For example, both lines may need to be removed from service for a maintenance crew to work safely on one of the lines. Xcel Energy generally seeks to minimize line crossings to enhance reliability. Enhancing reliability is particularly critical for the Project because it will be a radial line that is anticipated to support more than 2,000 MW of wind and 420 MW of firm dispatchable resources. Xcel Energy requests that, in addition to acknowledging the reliability risks associated with line crossings, the FEIS more closely analyze variations in line crossings among route alternatives.	The total number of crossings between the route segments and existing transmission lines that 100 kV or larger have been added to Section 5.8 of the EIS.
287	7. Right-of-way sharing and paralleling The DEIS analyzes right-of-way sharing and paralleling with respect to transmission lines, roads and railroads, pipelines, parcels, section lines, and division lines. In Xcel Energy's response to supplemental information inquiry 3 (included with Appendix O of the DEIS), the Company described challenges associated with paralleling some of these features—in particular, railroads and pipelines. To allow for a comparison of right-of-way sharing/paralleling by feature, Xcel Energy requests that the FEIS identify sharing/paralleling of railroads and pipelines, individually. Although Appendix E identifies these features individually, currently, Table 17-2 of the DEIS combines roads and railroads, and combines pipelines with other features. Xcel Energy respectfully submits that separating these features from the summary analysis presented in Chapter 17 would allow for a better comparison among routes.	Table 17-2 and in Appendix Q have been updated as requested.
287	8. Distance from residences In Table 17-2 of the DEIS, distances to residences are identified for each end-to-end route alternative A-D using a metric of 0-500 feet. Xcel Energy requests that the FEIS use the following distance metrics in calculating impacts to residences: 0-75 from the transmission line centerline, 76-150, 151-300, and 301-500.	Table 17-2 and in Appendix Q have been updated to include further granularity in the data to include residences within the following proximities: 0 to 75 feet, 75 to 250 feet, 250-500 feet, and 500 to 1,600 feet consistent with distances found elsewhere in the EIS.
287	D. Chapter 14: Substations Chapter 14 of the DEIS analyzes potential impacts associated with Project substations. As described in that chapter, Xcel Energy identified substation siting areas along both the Blue and Purple Routes within which the voltage support and intermediate substations would be sited. Xcel Energy has been engaged in landowner outreach to identify more specific substation locations. As a result of that engagement, Xcel Energy has identified a site with a willing landowner for the voltage support substation along the Blue Route. Attachment 1 is a map depicting that site. The site is currently agricultural land and would not impact wetlands, conservation easements, or forested areas, and no sensitive habitat or species are anticipated to be present. Xcel Energy is continuing landowner outreach to acquire a site for the voltage support substation on the Purple Route.	Comment noted. It is our understanding that this site is located within what the EIS refers to as Support Substation Siting Area, Option B, and that a purchase agreement has not yet been processed (Appendix O).

Comment ID	Comment	Response
287	E. Chapter 16: Cumulative Potential Effects Chapter 16 of the DEIS provides a thorough review of known projects in the vicinity of the Project. The DEIS also acknowledges that the Project's purpose is to interconnect additional renewable energy and, thus, that additional generation projects are anticipated in the area. Because the developments that will be interconnected via the Project have not yet been identified, specific information regarding the impacts of those developments is not yet available. However, the FEIS could recognize that the Commission has approved 2,750 MW of renewable generation to interconnect with the Project and that the 2024 Settlement Agreement contemplates that 2,800 MW of wind and 120 MW of standalone storage will connect to the Project, as well as the proposed 420 MW Lyon County Generating Station. (See In the Matter of Northern States Power Company d/b/a Xcel Energy 2024-2040 Integrated Resource Plan, MPUC Docket No. E002/RP-24-67, Joint Settlement Agreement at 6 (Oct. 2, 2024).) The potential environmental impacts of the Lyon County Generating Station are being reviewed initially by EERA in Docket E002/CN-23-212. Any interconnecting projects will be the subject of separate permitting proceedings, and the human and environmental impacts of those projects will be assessed as part of those proceedings.	This information has been added to the EIS in Chapter 16.
287	In addition, Chapter 16 identifies the proposed Birch Coulee solar project being developed in the vicinity of the City of Franklin, Minnesota. Xcel Energy is aware of this proposed solar project and is reviewing the alignment of the Preferred Route in this area to minimize potential conflict with the solar project.	Comment noted.
287	Based on Xcel Energy's review, the DEIS is a robust document that reasonably addresses the issues and alternatives raised in scoping. Xcel Energy appreciates the opportunity to provide comments on the DEIS, and the Company submits these comments to provide specific clarifications and/or updates regarding the Project. Where the Company has requested that the FEIS include additional or modified analysis, the Company is willing to coordinate with EERA to ensure that EERA has any data needed for the FEIS.	Comment noted.
288	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
288	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
288	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
288	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
288	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.

Comment ID	Comment	Response
288	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (source not stated). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
289	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
289	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
289	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
289	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
289	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
290	Please use the Modified Blue Route as it have the least impacts for the entire route. It also follows solar field lands that have already given permission to use their lands for this type of use.	Thank you for your comment and participating in the permitting process.
291	Blue Route meets the route selection criteria.	Thank you for your comment and participating in the permitting process.
292	Connector line alternative route, pink along county line. We attended the meeting in Granite Falls, MN. We are concerned as everyone else to farm around poles. We use aerial spraying GPS, Cell phone use and Two-way radios. We are a very concerned about how the powerline will go 120 feet from the right away over the farm site. The farm house is located 120 feet from the road. We're concerned about the value of the farm site and land with power-line. The farm in question is in Rheiderland Township section 34 and 35 in Chippewa county. This alternative route is less no better than the blue and the purple routes.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
293	the modified blue route is the route we would prefer the commission to take. Not only does it have the least impacts but it would be able to more closely follow the solar fields north of the Mississippi River. There are hundreds of acres of solar fields and these farm lands have already given permission for solar fields on their property. These solar fields could also be connected to the new power lines more easily.	Thank you for your comment and participating in the permitting process.
294	The Modified Blue Route is the best route as it has the lease impacts for the entire route.	Thank you for your comment and participating in the permitting process.
295	The Modified Blue route is the preferred route in my estimation, it has the least impacts and will run alond the solar fields north of the Mississippi River.	Thank you for your comment and participating in the permitting process.

Comment ID	Comment	Response
296	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
296	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
296	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
296	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
296	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans. The most economical route would be to follow MN State Highway 10 and MN State Highway 23. The state of MN already owns this property. If this line is safe for rural MN, then it is safe for the towns on this route.	Comment noted.
297	Bringing the power lines across our farmland erodes the value of our property. How do we really recoup the losses that come with the invasion by third party onto land we purchased in good faith to forever be ours and not shared with a power company? How do we get a fair compensation? We heard there would be appraisals and some formula, but a one time payment in no way covers the 60 to 100 years that these structures would exist on our property. There should be annual compensation as the power companies make money through the use of these structures and as the parties affected by the locations, we should be paid rent for the use of our land in addition to an initial settlement.	Thank you for your comment. Landowner agreements are outside the scope of this EIS; however, information was added to the EIS discussing landowner concerns with a one-time payment for a perpetual easement agreement (see Section 3.3.2.1).
297	Power lines on our farmland will make it difficult to farm or rent out the property as it causes disruption to crops planted by us or any renters (damage to crops planted if Xcel looks to build the towers and access it in the future, inability to crop dust as planes would have issue with power lines). This is our livelihood.	Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4.
297	Power lines give off EMRs and EMFs that are in the radiofrequency range as Group 2B and a possible human carcinogen. We want to keep our family safe.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
297	We purchased this property and plan on handing it down to our children. Now we have the worries and stress of the ramifications of power lines coming through the property that affect our family for generations. It's not a small thing. It's something that we don't want to have happen. It is our preference that an alternative power line scenario be chosen that is less impactful to people and specifically, does not cross our property.	Comment noted.

Comment ID	Comment	Response
298	Studies show that if we could wave a wand and cover all available space with 50-50 solar and wind, all interconnected, it wouldn't produce the amount of power we currently need. Our needs are growing by 5-7 percent a year. Do the MATH. At 40% and 45% efficiency and a 10-20 year life expectancy respectively. Again - Do the Math.	Thank you for your comment and participating in the permitting process.
298	Coal and gas plants are 65% efficient. Nuclear is over 90% efficient - with a lifespan of 50 plus years. They take up exponentially less space, can be placed close to the areas that use huge amounts of power (no need for 170 miles of power lines). Micro Nuclear plants are a reality - Westinghouse is placing one in Ottawa Canada. With the help of AI fusion is fast becoming reality.	Alternatives to the project are discussed in Chapter 4.
298	In a short period of time, wind turbines and solar panels will be left to the ash heap of time and who will clean up the mess? Hundreds of tons of iron and concrete, tons of hazardous waste material including fiberglass blades will be left in rural America to suffer with in perpetuity. Concrete bases for turbines and power poles are there forever. Even cut off at the 4 foot level the soil above it will be years to be viable for plant growth. Again - who is going to clean up the mess in rural America?	Disposal of wind and solar materials are outside the scope of the EIS. Chapter 16 discusses cumulative impacts of the proposed project and other reasonably foreseeable projects, including solar and wild projects. Solar and wind projects are permitted separately. The Commission requires a decommissioning plan for solar and wind projects permitted in Minnesota.
298	This power line - PUC Dockets CN-22-131 and TL-22-131, OAH Docket 23-2500-39782 affects 1 1/2 miles of our families property T110 R40W Sect 17-18-20 Lyon County, MN which is ALL our property - is outdated before its built. With the speed of discoveries, you would be remiss in approving this line.	Comment noted.
299	In February during the initial scoping period I submitted a comment with different concerns about the project. One was the potential effects of treeline/windbreak removal and increased pesticide/herbicide windrift because of this. I cited a USDA study showing the windbreaks can reduce this chemical drift by 90%. Glyphosate, the most commonly used agricultural chemical in the state, is a known carcinogen. I asked for this real, valid and measurable concern to be included in the DEIS and yet reading through the document found no mention of potential effects of windbreak removal or increased exposure to pesticides and herbicides. I ask that this concern be added and addressed in the DEIS.	Thank you for your comment and participating in the permitting process. The indirect effects of removing windbreaks has been added to Section 5.6.10 of the EIS.
299	Also at the most recent meeting in Kimball it was revealed Xcel is planning to open a new natural gas generating facility near Garvin. Xcel's comments submitted today show that they plan to tie that facility into the MN Energy Connection lines. This whole project has been pushed along and presented as 100% renewable and now this is added at the end? The entirety of the DEIS will need to be redone to account for this, complete with a new comment period. Why would the new station be built in Garvin and not at the Sherco site? As I highlighted in my February comment, Xcel states the HVTL will incur 10.9% of line losses. If built at Sherco those losses would not happen. Xcel/Northern States own plenty of extra land to create this new facility at Sherco. This entire project will end up costing billions more and generating more CO2 than if the same generating facilities were just built at the point of tie-in at Sherco.	Comment noted. Alternatives to the project are discussed in Chapter 4. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
299	The DEIS should examine the cost/impact of a natural gas facility and renewable generation built at Sherco vs built at Garvin in addition to the cost/impact of the MN Energy Connection. This analysis should include total monetary dollars, human/environmental impacts and future generating production with line losses taken into account. It seems plain to see the Sherco option is better in all aspects. By this account it should be determined that the MN Energy is in no way beneficial to ratepayers or citizens of Minnesota, much less "needed" and the route permit and certificate of need should be denied. Comment includes a link to his scoping comment on eDockets: https://www.edockets.state.mn.us/documents/%7B40ACCD8D-0000-CA48-A2EBC8750FB587B1%7D/download?contentSequence=0&rowIndex=301	Alternatives to the project are discussed in Chapter 4.
300	I am a resident of Stearns County in the State of Minnesota. I write today to express my deep concern and opposition to the proposed transmission line that is intended to run from Lyon County to the Sherco Plant in Becker, Minnesota. This affidavit addresses the significant concerns I have regarding the project's potential impacts on private property, public health, and the local agricultural economy.	Thank you for your comment and participating in the permitting process.
300	1. Violation of Private Land Rights The proposed transmission line route passes directly through private properties, including land that has been owned and cultivated by families for generations. The imposition of this transmission line threatens to disrupt the peaceful enjoyment of these properties and deprives landowners of their right to use and enjoy their land as they see fit. The potential taking of private land through eminent domain or the imposition of easements without the proper consent of landowners is an unacceptable violation of property rights. Many residents in this area have invested substantial resources in developing their land for agricultural purposes, and this transmission line threatens to devalue their property, restrict their ability to use it, and cause lasting harm to their livelihoods.	Comment noted.

Comment ID	Comment	Response
300	2. Unknown Health Risks to Humans There are ongoing concerns regarding the potential health risks associated with living in proximity to high-voltage transmission lines. Research has suggested a possible link between electromagnetic fields (EMFs) generated by power lines and an increased risk of health problems, including but not limited to cancer, infertility, and developmental issues in children. While some studies remain inconclusive, there is enough evidence to warrant serious concern, particularly for families living near the proposed route. The residents of Lyon County and surrounding areas, including children, elderly citizens, and vulnerable populations, deserve the right to live in a community free from such potential health risks. The long-term health implications for residents who are forced to live near these transmission lines must be carefully evaluated and weighed against the supposed benefits of the project.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
300	3. Unknown Health Risks to Animals and Agriculture The impact of high-voltage transmission lines on agricultural activities and livestock health is another significant concern. Many local families rely on farming as their primary livelihood, and the presence of a transmission line can disrupt their operations in numerous ways. There are worries about potential adverse effects on livestock, particularly cattle, which are highly sensitive to environmental changes. Health risks to animals, such as reduced fertility, behavioral changes, or even the spread of diseases, could have a disastrous impact on local farms. Additionally, electromagnetic fields may interfere with the natural behaviors of undomesticated animals, disrupting local ecosystems. The proposed transmission line's route poses a significant threat to the viability of agricultural operations in the region, potentially leading to economic losses, reduced farm productivity, and harm to the local wildlife population.	Potential impacts and mitigation measures concerning human health and safety are discussed in Section 5.3. Potential impacts and mitigation measures concerning cattle are discussed in Section 5.4.
300	4. Economic Impact on Rural Communities The economic health of rural communities, such as those in Lyon County, depends heavily on agriculture, and the introduction of a transmission line poses a substantial risk to this sector. Farming and ranching are not just livelihoods-they are part of the cultural fabric of the region. The transmission line could interfere with farming practices, devalue land, and diminish the aesthetic beauty of the landscape. If the line damages farmland or disrupts farming operations, it could push local communities into economic decline. Many families could face financial strain or be forced to relocate, and the potential devaluation of agricultural land could affect property taxes and reduce local government revenues.	Comment noted. Potential impacts and mitigation measures concerning agriculture are discussed in Section 5.4. Potential impacts and mitigation measures concerning property values and aesthetics are discussed in Section 5.2.7 and 5.2.1, respectively. Section 5.2.2.1.3 notes farming and ranching are a part of the cultural fabric of the region.
300	5. Lack of Transparency and Public Consultation There has been a significant lack of transparency regarding the planning and approval process for this transmission line. Many residents feel that their voices and concerns have not been adequately addressed or incorporated into the planning process. Public consultation has been minimal, and many affected parties have not had an opportunity to fully review or respond to the potential impacts. In such matters, it is critical that the public is given ample opportunity to understand the full scope of the project and to voice concerns. This transmission line will have far-reaching effects on the local communities, and any project of this scale must be subjected to rigorous public scrutiny and review.	The permitting process has followed the process outlined by the legislature in Minnesota Statute 216E and Minnesota Rules, chapter 7850.
300	For all the reasons outlined above, I respectfully urge the Minnesota Public Utilities Commission to reconsider the approval of the Certificate of Need and Route Permit for the Minnesota Energy Connection project. The concerns over private property rights, public health, the welfare of livestock, and the economic stability of rural communities must be taken seriously. I strongly believe that there are alternative routes and solutions that would not inflict such harm on residents, agricultural producers, and the environment. I request that this affidavit be considered as part of the official record for the ongoing review of the project, and that my objections be duly noted.	Comment noted.
301	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. Investigate why the routes can't go on state land. I've learned the DNR doesn't want it as it could harm animals and the environment. Why would we want it near us, our family, our cattle, and our pets? All of this for power that doesn't benefit us.	Thank you for your comment and participating in the permitting process. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures. The applicant voluntarily chose not to route its alternatives within DNR lands.
301	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line. Sherco should be switched to natural gas - natural gas facilities could be built closer to the cities. People along the proposed route bear all liability and no benefit.	Comment noted. Alternatives to the project are discussed in Chapter 4.

Comment ID	Comment	Response
301	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. Why take land from people who have lived here for so long, devaluing the land and our lives. Follow the freeway - you already own that land.	Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures. The EIS discusses following existing rights-of-way. Minnesota Rule 7850.4100 requires the Commission to consider use or paralleling of existing rights-of-way (ROW), survey lines, natural division lines, and agricultural field boundaries. Minnesota Statute 216E, subdivision 7(e), states that the Commission must consider routing a high voltage transmission line (HVTL) along an existing HVTL or highway ROW and to the extent these are not used it must state the reasons why.
301	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan. No - this is not the best solution. Again, Sherco could be switched to a natural gas facility. Move the energy source closer to the cities so there is less impact on all, why devalue 174 miles of peoples' land? Not to mention the physical harm?	Comment noted. Alternatives to the project are discussed in Chapter 4.
301	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans. This power line proposal should not be granted. Too many things are wrong about it. None of the routes are ok.	Comment noted.
301	Comment includes a copy of the following documents: Electrostatic and Electromagnetic Effects of Overhead Transmission Lines (source not stated). Electromagnetic Field Liability Protection Claims-Made Coverage Summary (Federated Rural Electric Insurance Exchange, no date).	Comment noted. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years.
302	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.
302	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.
302	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures.

Comment ID	Comment	Response
302	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted. During the public hearings, Xcel indicated line loss is approximately 10 percent. Alternatives to the project, such as generation rather than transmission and renewable generation closer to the metro area, are addressed in Chapter 4 of the EIS. Chapter 4 has been updated to address line loss.
302	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
303	The permit should be approved for the Blue route. The route should also be constructed in a way to avoid using residential property, there is plenty of open land to use that would avoid using residential properties.	Thank you for your comment and participating in the permitting process.
304	I own a cabin on Fish Lake with my daughter and son-in-law, the Biebl's. We do not want the Purple Route to run through the Fish Creek Basin and Oxbow of the Mississippi. We are 100% opposed to it. As it stands now, Fish Lake is already on the impaired water list. This plan will only exasberate that.	Thank you for your comment and participating in the permitting process.
304	We ask that you run the new lines over the Beaver Island route. We understand that trees would need to be removed for this to move forward. As much as we do not like the idea of removing trees, we believe that it is in the very best interest of Fish Lake and the surrounding areas to follow through with the Beaver Island route. Please, please rethink your plan and consider what is best for Fish Lake, Locke Lake and the surrounding areas.	Comment noted.
304	Ground Potential Rise is a huge contributing factor in all of this and can have a very dangerous effect on everything in and around where you put these powerful lines.	Ground Potential Rise (GPR) is maximum electrical potential that a ground electrode may attain relative to a distant grounding point assumed to be at the potential of remote earth. GPR resulting from a transmission line is equal to the maximum current that would flow through a structure ground multiplied by the earth resistance. Under normal operating conditions, the potential value of overhead shield wires and structure grounds have a potential that are nearly identical to the potential of remote earth. The most common cause of current flow on a structure ground is a lightning strike on a transmission line. A lightning strike would typically contact the overhead shield wires, which dissipate the energy through multiple structure grounds. It should be noted lightning strikes can also contact the earth directly, causing ground potential rise without any benefit of grounding. GPR due to ground wire connections on transmission structures is not a known issue of concern and is not a required testing or design data point required by any federal, state, or local safety or permitting requirements. GPR to the extent it might occur, would be highly dependent on the soil conditions, ground path resistance, and shield wire resistance at each transmission structure as well as the electrical system loading at any point in time.

Comment ID	Comment	Response
305	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information. An example of this is found within the information regarding stray voltage. As life-long dairy farmers, we are knowledgeable about the effects of stray voltage. For the Environmental Impact Statement to dismiss stray voltage as an adverse side effect of these high voltage lines is a flat out omission and example of their careless work from the Department of Commerce. A study conducted by the United States Department of Agriculture and published with the Rural Electrification Administration (submitted as Exhibit A), measured stray voltage a mile away from the line source. There are numerous court cases in which farmers have won against power companies like Xcel Energy. Here are several examples of court cases won by dairy farmers against utilities companies for the damaging effects of stray voltage: Halderson vs. Northern States Power Company, subsidiary of Xcel Energy Normal vs. Crow Wing Cooperative Power and Light Poppler and Marschall vs. Wright-Hennepin Cooperate Electric Association Muth vs. Wisconsin Electric Power Company Vagts Dairy vs. Northern Natural Gas Company In the stray voltage piece in the Environmental Impact Statement, the Northland Reliability Project was cited as a source, which is another high voltage power line project. That is not scientific data. It is propaganda from another utility and their engineers. How frustrating for the taxpayers and citizens of Minnesota, that the Department of Commerce is not doing their research professionally and thoroughly for a project of this magnitude.	Thank you for your comment. Stray voltage impacts are discussed in Section 5.3.4 of the EIS. As noted in the EIS, “stray voltage” is a condition that can potentially occur on a property or on the electric service entrances to structures from distribution lines connected to these structures. Stray voltage is not created by transmission lines. The Halderson, Normal, and Muth referenced court cases were concerning distribution lines and not transmission lines. The Poppler and Marschall referenced court case, according to MPR news, concerned "outdated, undersized and poorly maintained" equipment. The Vagts Dairy referenced court case was concerning a gas pipeline, not a transmission line. It was not intended that the Northland Reliability Project was referenced as a source, and it has since been removed.
305	More data needs to be given regarding natural gas as being a feasible and available alternative to this project. Wind and solar cannot replace coal, natural gas, or nuclear power in cost or reliability. Fact: Per the Minnesota Public Utilities Commission order on August 10, 2023, line loss on this Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, where is the logic in this plan? New wind is twice as expensive as the electricity generated by the Sherco coal plants. New solar is 3.3 times more expensive. The latest cost estimates for this project are $1.279 to $1.302 billion ($4.4 million per mile), which will be paid for by raising the utility consumer's rates. Passing the project's unjust financial burden onto utility consumers to assume the financial responsibility for a private entity's ridiculous energy policies is reckless and one of the most un-American concepts. This is a form of taxation without representation. None of the locally elected officials have voted on any piece of legislation that would allow for more energy costs being passed onto their constituents.	Alternatives to the project are discussed in Chapter 4. As described in the applicant's certificate of need application (pg 30), the total cost of the project would be recovered from Xcel Energy retail customers. For the typical residential customer using 650 kWh per month, the bill impact in 2028, the first full year after the gen-tie in-service date, would be approximately $1.86 per month. Additional information is provided in the application.
305	More data needs to be obtained regarding the effects on agriculture and best farming practices. Testimony given at the Kimball hearing by farmer Robert Klaverkamp about his lack of ability to use technology near the CapX lines in Clearwater prove that agriculture will be adversely affected by this project regardless of what the representatives of Xcel state. The fact that he has never been made whole for his losses - as Xcel claims they do, is another piece of evidence against Xcel's false promises.	The final EIS has been modified in Section 5.3.6 to point out that public commenters have expressed that they have experienced interference with GPS navigation equipment from existing transmission lines.
305	Data on cancer and other related diseases caused by exposure to high voltage lines can be found in the Environmental Protection Agency's initial report titled "Evaluation of the Potential Carcinogenicity of Electromagnetic Fields." The report ws then intercepted by 8 major utilities in New York and revised according to their standards to eliminate the data on adverse effects. To sum up the report in this correspondence, they found that 5 out of 6 studies confirmed childhood cancer due to residential exposure, and in 30 studies conducted on occupational settings (people working on the lines) resulted in cancer. Children exposed to the powerline magnetic fields were shown to develop leukemia, brain cancer, and lymphoma. Linemen working on the utility lines were developing leukemia, lymphoma, brain cancer, and breast cancer. Research conducted by the University of Southern California School of Medicine in Los Angeles found that electricians, electrical engineers, and other workers exposed to EMFs were developing brain cancer at more than 10 times the expected rate. (Source data: "The Great Power-Line Cover Up" by Paul Brodeur). Exhibit B has been included because it is an insurance policy that power companies have on their employees who are exposed to high voltage for extended periods of time. If there were not health hazards associated with high voltage power lines, power companies would not have to add additional insurance protection against affected employees. To further clarify, this is NOT health insurance, as the Xcel representatives tried to make the public believe at the Kimball hearing. This is an additional insurance policy to cover claims regarding exposure to high voltage lines.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. The cited sources were reviewed as part of the compilation of Appendix J.
305	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they applied for permits to construct two natural gas plants at the beginning of this line that would tie into it. This was a deceptive and deliberate omission tactic by Xcel Energy employee Matthew Langan to the more than 800 people who attended the informational meetings back in January 2024. Xcel's excuse is that they are separate projects, but the reality is they are connected. Truthfulness and transparency should be at the top of the priority list if this project was beneficial to Minnesotans. It is not beneficial to Minnesotans.	Comment noted. The two natural gas generators are discussed in the cumulative impacts chapter (Chapter 16) of the EIS.

Comment ID	Comment	Response
305	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data on the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts. We believe an Advisory Task Force should be put together on this project. This proposed project is affecting 171-174 miles. The United State of America is a Constitutional Republic, which means that governmental officials are elected by the people to be their representative voice by following the constitution. As potential landowners in this proposed project, we feel our local government leaders have been left out of the equation. Xcel Energy should have been communicating first with our local township boards and city councils by attending a local meeting, or in the very least, giving them an easement contract that they could review, ask questions about for their local residents. This is government representation in the most basic form, which was not conducted by Xcel Energy. there are energy organizations in other states that follow this process, but Xcel Energy does not respect the role and responsibility of local governmental leaders. They may have sent something in the form of mail, but this route determination has been nothing short of complete confusion, as previously acknowledged by the Minnesota Public Utilities Commission. An Advisory Task Force was a topic that was addressed by the Minnesota Public Utility Commissioners but tabled until the project routes were narrowed down.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. An advisory task force is a tool that can be used during scoping. The scoping period is over; therefore, an advisory task force is no longer an option. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgment, what they might mean as they relate to potential impacts and mitigation measures. Public input for the project has been completed in accordance with Minnesota Rules, chapter 7850. Local governments are free to submit comments during the permitting process.
305	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No, the Commission should not grant the route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles, while drawing energy from wind and solar throughout the state is not a logical, practical, or cost effective solution to Minnesota's energy needs. Minnesotans have a right to the 5th Amendment of the Constitution. The 5th Amendment does not allow for taking of rights from some to benefit others. People acquire property because they are enabled to use the property in the manner in which they want. This gives the property its fundamental value. By allowing a privately-owned company, such as Xcel Energy, to force their high voltage transmission lines onto our properties, it is not what the Founders of the Constitution intended. Minnesotans are simply asking the Minnesota Public Utilities Commission to uphold their oath in supporting the Constitution of the United States by establishing stricter criteria and boundaries on Xcel Energy. This privately-owned company is running wildly unchecked in Minnesota with several high voltage lines in the planning stages throughout the state. This is absolutely ridiculous! In 2024, there are far better energy alternatives than to run dangerously high voltage lines throughout the entire state.	Comment noted.
305	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither route is a good solution to the future energy needs for Minnesotans. This plan is obviously a land grab for Xcel Energy and its investors.	Comment noted.
305	Submitted Exhibits A and B The following documents are submitted as evidence of the effects of stray voltage, EMFs, and insurance policies that power companies have on employees exposed to high voltage. The documents also discuss the effects on cardiac rhythms for those who are near the voltage lines. The documents are titled "Electrostatic and Electromagnetic Effects of Overhead Transmission Lines" by the United States Department of Agriculture and "Electromagnetic Field Liability Protection Claims - Made Coverage Summary" by Federated Rural Electric Insurance Exchange. It was stated by Mr. Scott Ek at the Lichfield and Kimball Hearings that the burden of proof lies to those involved. These documents serve as burden of proof on behalf of property owners and residents along the proposed routes.	Comment noted.
306	Question: What information needs to be clarified or included in the draft EIS to ensure that the final EIS is complete and accurate? Response: Much of the information in the EIS is still vague and not specifically addressing concerns along these routes that have been addressed in correspondence from landowners along the routes. There are some non-scientific sources cited as statements of fact. Those should be removed and replaced with accurate factual information.	Thank you for your comment. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
306	Question: Should the Commission grant a certificate of need for the proposed MNEC Project? Response: No. The Commission should not grant a certificate of need for the proposed MNEC Project. There are better and more efficient methods for getting energy to the Twin Cities without this project. Xcel is not even planning to use this project as presented to the public as they want to build two natural gas plants at the beginning of this line.	Comment noted.

Comment ID	Comment	Response
306	Question: If granted, what additional conditions or requirements should be included in a certificate of need? Response: Accurate and more comprehensive data needed but not limited to the environmental impacts, health and disease impacts, safety impacts, wildlife and habitat impacts, archaeological and historic impacts, and livestock and agricultural practices impacts.	The EIS discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, archeological and historic resources, and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapters 6 through 13 discuss potential impacts based on geographic region with Chapter 6 being furthest south and Chapter 13 furthest north. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures. Without more specific information EERA staff cannot predict what information the commenter believes should be revised or what additional information should be included. EERA staff gathered facts, confirmed their accuracy, and determined, in our professional judgement, what they might mean as they relate to potential impacts and mitigation measures.
306	Question: Should the commission grant a route permit for the proposed MNEC Project? Response: No. the Commission should not grant a route permit for the proposed MNEC Project. To construct high voltage power lines running for 171 to 174 miles while drawing energy from wind and solar throughout the state is not a logical or practical solution to Minnesota's energy needs. Fact: Per the Minnesota PUC order on August 10, 2023, line loss on the Minnesota Energy Connection project is projected to be 11.33 to 12.75 percent. Generation capacity through MISO is around 15 percent transmitting amount. With a line loss of 11.33 to 12.75 percent, there is no logic in this plan.	Comment noted.
306	Question: If granted, which proposed route alternative best meets the route selection criteria, and what additional conditions or requirements should be included in a route permit. Response: A route permit should not be granted. Neither is a good solution to the future energy needs for Minnesotans.	Comment noted.
307	I don't know what you guys's liability insurance does, as the Xcel Energy, for a fire that would get started that would run across the corn or the beans or hay fields and what that costs. And resale, does anyone want to live there? Detrimental. It could be anywhere from 10 to 30 percent deduction in the value of it. It is very beautiful, you know, and it could be up to be a percent reduction in resale value because they don't want to live by these things. It's going to be directly south of a transmission pole, probably within 50 feet from the closest to this. But if there is a risk of fire and electrocution. And we get very, very high winds, 50 miles an hour, and downed lines that end up across my driveway.	Thank you for your comment. Xcel Energy maintains comprehensive and experienced professionals to manage our insurance and financial risk, and related corporate, project, and portfolio, risk profile. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.
308	At the last meeting I did bring up some information from the bio-initiative report. It's a 1,000-plus document, plus various other documents about safety issues concerning EMF radiation. We talked about how far away from the line you need to be to be safe, buffer zones, and such. Was that used as part of your EIS?...So as a matter of record, and since this is our time to make other requests, I would request that whoever is looking at the documentation, look at that bio-initiative report and all the various studies of harm to humans. I do appreciate it. I see in the summary that some things were not addressed.	Thank you for your comment and participating in the permitting process. The BioInitiative Report is not a peer-reviewed report. However, EERA staff did review the sources cited in the study. Additionally, the Commission previously considered the BioInitiative Report in prior dockets (TL-08-1474 and TL-12-1337) and concluded that the State's current standards are adequately protective of health and safety. For one example, in the Brookings to Hampton 345 kV Project, Docket TL-08-1474, one of the authors of the BioInitiative Report, Dr. Carpenter, presented testimony on behalf of a party which argued that magnetic field levels for that project would exceed safe exposure levels. Testimony was provided in opposition to Dr. Carpenter's opinion by Dr. Peter Valberg. After examining and weighing the competing testimony of Drs. Carpenter and Valberg, the administrative law judge and, ultimately, the Commission, determined that the state's current exposure standard for ELF EMF is adequately protective of human health and safety.
308	Those with heart conditions do have concerns about being so close to these lines. I noticed that was not mentioned as part of the health human impact. Is that something that will be further looked into?	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Implantable medical devices are discussed in Section 5.3.2.

Comment ID	Comment	Response
309	The other worries I have with this are I have three people in my household that have migraines and I know I've read things both ways that it affects it or don't.	Thank you for your comment and participating in the permitting process. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. The information provided in the supplement now addresses EMF and migraines.
310	Then I just have one comment, I guess. And that's just to remind everyone that this is Dakota homeland and we have many, many burial sites and sacred sites throughout this area. And I know that my nonprofit has some land where it is proposed to go through, and I know we have burial sites within our property, and I want to make sure that there is a tribal survey that goes through that corridor once it's established.	Archaeological and historic resources are discussed in Section 5.5.3. The applicant committed to continued coordination with SHPO and Tribal Nations to design an appropriate survey strategy for the project should a permit be issued.
311	The mental health of residents and the impact on pre-existing mental health conditions, the importance and impact of EMF exposure on residents' fertility or the effects it may have on a developing fetus, because even if residents are not pregnant now, they may have new pregnancies in the future, they may have children or family members that live there. Something to ponder....Are there other vulnerable populations? Yes. Specifically identified are pregnant women, persons with chronic illnesses, persons with fetal development issues, geriatric residents, acute and chronic illness. I think I bounced around, but, oh, well.	Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Vulnerable populations are discussed in Appendix J. EERA staff was not able to obtain peer-reviewed studies related specifically to geriatric individuals or individuals with acute illness. The information provided in the supplement addresses fertility. Mental health concerns were added to Section 5.3.1.1.
312	Secondly, I am a radiologic technologist, which means I work with radiation almost every day, so I'm well aware of the dangers that Jason actually spoke about earlier to our own personal health. To expand a little bit on what he said without going into all the science of it. Birth defects, cancers, are all -- are all real legitimate concerns with the radiation that would be emitted from these lines.	Comment noted.

Comment ID	Comment	Response
313	I would like to discuss Minnesota Rule 6105.180 Standard and Criteria for Utility Transmission Crossing of Lands included in my handouts. I also included a copy of President Jimmy Carter's Executive Order 11990, Protection of Wetlands. This document is the reason I am commenting here today and why many of you are being paid to be here. I would like to discuss Minnesota Rule 6105.180, subpart 1. And it's a standard criteria for a utility transmission crossing of lands. Anyway, let's see. Within the jurisdiction of local authority. Okay. This policy was published on June 17, 2008, two months prior to the CapX Project announcement. The Minnesota legislature must have seen a need for 6105 part 180. And I think that was all driven by executive order 11990, the executive order from President Carter, and it was shortly after the freeways were put in and tore up a lot of wetlands as it went through, but there was no design as to stay out of the wetlands. Okay. With regards to the topography. Avoid steep slopes like the bluffs -- and this is subpart 3, route design. With regards to the topography, avoid steep slopes like the bluffs at the north and south edge of Fish Creek Basin. And part of the Mississippi, it's all the way along the edge of the Mississippi and it comes up to the basin. And about a mile away that bluff is giving way, so the ground that they have for high towers could be very escapable where they put the towers in to meet the CapX lines. Avoid scenic intrusion into stream valley and open exposures of water, as that presented by the presence of CapX towers 51, 52 and 53. Tower 51 is within 30 feet of the Fish Creek Channel....As you look at the beginning of the picture south there is the water of the Fish Creek Channel and that's the tower 51 there that is physically 31 feet from that channel. Avoid scenic intrusions by avoiding ridge crest and high points as that of CapX towers 51 through 54. Also, as mentioned earlier, the tower height of the Minnesota Energy Connection HVTL crossing towers would have to be at a minimum to 100 feet taller than CapX tower 54 in order to accommodate the crossing of the Minnesota Energy Connection HVTL lines to the west of the CapX HVTL. Number four, avoid creating tunnel vistas, for example, deflections; as routing the Minnesota Energy Connection purple route right of way placement over the 1800s railroad berm. And that berm is only like 10 feet, maybe 10 feet of trees, so you're not really hiding anything, you know, which is you could look up and there will be the towers. Incoming connection -- wait, I'm missing something. Oh, okay. With regard to, avoid entering areas within 200 feet of wild, scenic, and recreational river land use districts except where the utility has been authorized by the commissioner to cross wild, scenic, or recreational rivers or tributaries within their land use districts. My comment in number eight referencing the Minnesota Energy Connection DEIS document, appendix 219, which is the top of the picture that I showed you, or included, the Mississippi Riverway Oxbow's water's edge is within 200 feet of the Minnesota Energy Connection's purple route R0W. If the Xcel route designers do like they did in the CapX project, by placing tower 51 within 30 feet of Fish Creek tributary channel, they are either not considering tower placements in route design or leaving it up to construction as built placement and not regarding 6105.0180, subpart 3B, entering areas within 100 feet of designated tributaries. They addressed it in C with regard to vegetation. Avoid wetlands. There, again, avoid as is mentioned in 1199 to the executive order. The purple route's ROW runs directly along the base of the 1800s railroad berm, which has since overgrown with trees and vegetation from lack of care. Removing a 150-feet swath of vegetation and trees over a mile through the basin's wetland eastern and northern perimeter of the basin would be destructive, and require implementation of subpart 7B. Structure design is self-explanatory with regards to appearance of the structures. As in the CapX towers, all towers in Fish Creek Basin are approximately 150 feet in height. They are of hollow 16-sided tubes, tapered to a two-foot diameter at the top. The poles are suspended at the bottom by large bolts. The tube design works as tuning forks when activated by traffic noise from vehicles on I-94 or 75. The noise is more intense during cool air weather, such as in spring, fall, and winter months.	Thank you for your comment. Minnesota Rules, part 6105.0180 regulates utility transmission crossings of lands within the jurisdiction of the local authority within wild, scenic, or recreational river land use districts in order to provide maximum protection and preservation of the natural environment and to minimize any adverse effects which may result from such utility crossings. The applicant would be required to obtain a crossing permit from the State of Minnesota for crossings over designated public waters, as identified in Section 2.7.3, Table 2-2 of the EIS. Executive Order 11990 is applicable to federal agencies, and does not directly apply to the project.
314	And one of the other concerns about the purple route is it would go very close to the orderly annexation area between Clearwater City. And it's a high growth area, Clearwater City is designated as a growth area and they've got a development there already and is part of the Clearwater orderly annexation area. So it's going to impact their efforts to be able to attract and retain residents if they've got high voltage power lines going right next to and adjacent to their residential area.	Thank you for your comment and participating in the permitting process. The potential to impact future growth has been added to Section 5.2.5.2 of the EIS.
314	And one of the things about the EIS at that particular juncture was that the CapX hailed to ignore the EPA executive order number 11990 abiding to the practice of putting high voltage transmission power lines in a wetland area, and so I didn't catch if they mentioned that or not. So I think that it would be wise to not to reverse that trend and to adhere to that recommendation at this time.	Executive Order 11990 is applicable to federal agencies, and does not directly apply to the project.
315	The line that's the CapX 2020 line, we received multiple notifications of doubling that this year, but that's already been set up and I have to take that for a grain of salt. This line is proposed to go directly, sandwiched between the 345 kilovolt line, which the health effects that the previous speakers had mentioned, I don't know about it, but I know they've got to be there. As for the effect of what it does to our property and our property values and livelihood there. To me, my property can't be replaced and it is a detriment to be put in front there because it is on 75, across the road, which is where I actually do my deer hunting to provide for my family and friends and that's where I hunt.	Thank you for your comment. Potential impacts and mitigation measures concerning human health and safety, including EMF, are discussed in Section 5.3. Appendix J includes an EMF supplement which was updated for the FEIS after reviewing newly cited and peer-reviewed sources that were published within the past 20 years. Potential impacts and mitigation measures concerning property values are discussed in Section 5.2.7. Appendix H includes a Property Value Supplement.

Attachment B.2

Public Hearings Transcripts

Monticello Public Hearing Transcripts

PUBLIC HEARING - MONTICELLO - 22-131 & 22-132

BEFORE THE OFFICE OF ADMINISTRATIVE HEARINGS

OF THE STATE OF MINNESOTA

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION

In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties in Minnesota

OAH DOCKET NO. 23-2500-39782
PUC DOCKET NO. E-002/TL-22-132

Monticello Community Center
Monticello, Minnesota

Met, pursuant to Notice, at 12:00 p.m. in the afternoon on October 29, 2024.

BEFORE: **Judge Suzanne Todnem**

REPORTER: **Janet Shaddix Elling, RPR**

APPEARANCES:

HALEY WALLER PITTS and LISA AGRIMONTI, Attorneys at Law, Fredrikson and Byron, hwallerpitts@fredlaw.com, lagrimonti@fredlaw.com, appeared for and on behalf of the Applicant.

XCEL ENERGY: Matt Langan

EERA STAFF: Andrew Levi

PUC STAFF: Scott Ek

WHEREUPON, the following proceedings were duly had and entered of record, to wit:

I N D E X

SPEAKER	PAGE
Judge Todnem	4
Scott Ek	8
Matt Langan	11
Andrew Levi	17
Ron Schabel	21
Karen Durant	30
Rose Thelen	38
Diane Jensen	41
Nathan Syvnieski	42
Bruce Karg	47
Marvin Onnen	48
Nathan Syvnieski	50
Ron Schabel	52
Marvin Onnen	55
Ron Schabel	56
Rose Thelen	57
PUC Exhibits 1 through 13; EERA Exhibits 1 through 13; Xcel Exhibits 1 through 20 received	7

(All Public Hearing Exhibits offered during the public hearings were received.)

JUDGE TODNEM: Good afternoon. I'd like to welcome you all to this public hearing In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties in Minnesota.

This is OAH Docket Number 23-2500-39782 and PUC Docket Number E-002/TL-22-132. Today is October 29th, 2024 and it is about 12:00 p.m. We have convened at the Monticello Community Center located at 505 Walnut Street in Monticello, Minnesota.

My name is Suzanne Todnem and I'm an Administrative Law Judge with the Office of Administrative Hearings. The Office of Administrative Hearings is an independent agency in state government and it is not a part of or affiliated with the Minnesota Public Utilities Commission, the Minnesota Department of Commerce, or the Applicant in this matter, Xcel Energy.

All right. At this time I would like to take a moment to acknowledge that we have a court reporter here. Ms. Shaddix's role is to record everything that is said as part of the record.

Therefore, it's important that only one person speak at a time, that speakers speak loudly and clearly, and that you do not use gestures such as shaking your head.

If anyone wants to see a transcript of the public hearings, including the one here today, you may contact the Department of Commerce to make arrangements.

All right. Today I will briefly describe my role and then you will hear from the Commission, from the Applicant, and the Department of Commerce staff. And then, finally, and perhaps most importantly, we will have time for you, the public, to make comments or ask questions.

If you would like to speak at this hearing there was a box to mark, that indication on the register sheet that you signed when you entered, or you can let one of the others know or simply raise your hand when I open the floor. I will call the names of persons who marked the register sheets first.

My role as the Administrative Law Judge. I have been assigned to preside over this hearing, compile a record for the Public Utilities Commission to consider in making a final decision on the

Applicant's request for a route permit, and to prepare a report consisting of findings fact, conclusions of law, and recommendations on the route permit application. My report will be issued on or about February 6th, 2025.

My role is also to ensure that all relevant information is gathered fairly, including comments from the public, and that to the extent possible, questions from members from the public are answered. Because my review is limited to the record, the comments you make here or in writing are the only way to get them into the record, so I encourage you to comment in whatever form you are comfortable.

My report will address the route permit application, the certificate of need, and the Environmental Impact Statement based on criteria set forth in statute and rule. Those rules and laws can be found in Minnesota Statutes Chapter 216E and Minnesota Rule Chapter 7850.

My report, however, is not a final decision. The purpose of my report is to summarize all the information presented in a neutral and fact-based manner without advocacy and to give a recommendation as to whether the Applicant's request

should be granted by the Commission.

The Commission will take my report and recommendation under advisement and base its decision on the record, which includes input from the Applicant, the Department of Commerce, interested parties, and from you, the citizens. The Commission will then make a final decision on the route permit application at a separate meeting.

The parties have filed some testimony and exhibits into the record. I have Exhibits PUC 1 through PUC 13; EERA 1 through EERA 13; and Xcel 1 through Xcel 20.

Is that all the exhibits offered all so far?

MS. HALEY WALLER PITTS: Yes, Your Honor.

MR. SCOTT EK: Yes, Your Honor.

MR. ANDREW LEVI: Yes, Your Honor.

JUDGE TODNEM: Thank you. Then the exhibits are received into the record.

(Exhibits PUC 1 through PUC 13; EERA 1 through EERA 13; and Xcel 1 through Xcel 20 received.)

JUDGE TODNEM: Copies of the prefiled testimony are available to the public through the eDocket system, with the exception of portions that

may contain or that do contain trade secret information, if any.

So, with that, we can begin with the Commission's presentation.

MR. SCOTT EK: Thank you, Judge Todnem.

My name is Scott Ek, I'm an Energy Facilities Planner with the Minnesota Public Utilities Commission.

Judge Todnem explained that the purposes of this joint meeting here is to provide information about the proposed project and answer questions, and to seek comments on the Draft Environmental Impact Statement, or comments on the merits of the proposed project.

The Minnesota Public Utilities Commission is the agency that manages the overall review process and is the government unit with the authority to issue certificates of need and route permits in projects of this size.

The Public Utilities Commission consists of five Commissioners who are appointed by the governor to regulate electricity and natural gas and telephone services here in Minnesota. And its mission is to improve the lives of Minnesotans by ensuring safe, reliable, and sustainable utility

services at just and reasonable rates.

So we're here today because Xcel Energy has applied to the Commission for a certificate of need and a route permit for a new approximately 171 to 174 mile 345 kilovolt double-circuit transmission line between Sherburne and Lyon Counties. And the project is also known as the Minnesota Energy Connection. Xcel will be providing a little greater detail on the project.

But for a project of this size, the Public Utilities Commission must, as I said, must issue a certificate of need and a route permit. So the Commission must first determine whether the project is needed, and after making that decision, the Commission considers the adequacy, reliability of the energy supply, whether there is a reasonable alternative, whether the proposed facility will benefit society, but also be compatible with the human health, with route policies, rules, and regulations of the federal and state agencies.

And so before the Commission grants a certificate of need, it must consider the comments received, information in Xcel's application, information in the Environmental Impact Statement, and the report of the Administrative Law Judge.

So after considering the record, the Commission may issue a route permit that identifies a route and the conditions to ensure proper and safe construction and operation, including any methods to minimize or avoid any of those identified impacts.

This next slide shows the current application review schedule. The application was filed back in January, and we were out here for public information meetings that were held in the same room, and the meetings we have now are in many of the same locations.

The Draft EIS was recently issued in October and the Department of Commerce has great detail in the Draft EIS after hearing comments. So as you can see the schedule, we're now holding these joint EIS meetings and public hearings where we provide folks an opportunity to ask questions about the proposal, concerns with the overall project, and comments about the information presented in the Draft EIS.

In addition to these in-person meetings and hearings, there is a comment period that closes on November 25th. People can provide comments by U.S. mail, email, or online. There are forms on the back table for that and other information.

So the process after these meetings and hearings, as Judge Todnem said -- well, the Final EIS will be issued in the end of January, and as Judge Todnem said, she will issue her report in February. And after a 15-day exception period to the Judge's report, the Commission will make a decision on the certificate of need and route permits in March of 2025.

So that's the schedule and, with that, I'll turn it over to Matt Langan with Xcel Energy to provide more detail on the project.

MR. MATT LANGAN: Can I use the podium?

Okay. Thank you and good afternoon, everyone. Thank you, Your Honor.

My name is Matt Langan, I'm with Xcel Energy. I'm the permitting lead for the Minnesota Energy Connection Project that is the subject of today's hearing.

A little bit about the project, the description, and the project development that I want to share with the attendees today.

One is that the project is a double-circuited 345 kilovolt transmission line. It looks very similar to the photo that you see on the screen right now. And for those in this area, it is

similar to the CapX transmission line that follows Interstate 94, only with both sides of wires on these structures. And then the structures will be COR-TEN steel or brown-colored steel.

So to give you an idea, this project is 175 to 180 miles in total length between project end points. And those ends points are the existing Sherco Substation next to our Sherco Coal Generating Plant in Becker, Minnesota, and then the end point in southern Minnesota, it's about 10 to 15 miles south of Marshall, Minnesota.

The purpose of the project is to replace retiring coal-fired electricity with renewable energy sources and to get the line to where those energy sources are being routed from where those new renewable energy sources are being developed.

In the state of Minnesota where we are proposing a line of this length and this capacity, we're required to propose at least two routes between project end points.

And so about a year ago, in October of 2023, Xcel Energy filed an application with the Commission with two alternate routes that went between those project end points in Becker, Minnesota down to Garvin, Minnesota in Lyon County.

They were referred to as the blue route and the purple route and we were at that point certainly proposing routes that whichever of those two routes that the Commission approves, we're sure as a company that we can build and operate and maintain those routes, so we have two viable routes that were proposed by Xcel Energy as the Applicant.

To develop those routes, we did a lot of public outreach, working with individual landowners, state and federal agencies, local government units, to make sure we were identifying the least impactful routes as possible. And that's in our application as the blue route and the purple route.

As part of the state's review, we were out here last January and were asking the public if there are other routes or route segments that the state should consider approving that could reduce impacts beyond what we as the Applicant provided.

And so communities all throughout the project area really did a great job participating and offered up a number of very good suggestions. And the state ultimately accepted 63 different route segment alternatives throughout the project area that they are going to study and have studied in their Environmental Impact Statement and could be

ultimately approved by the Commission.

Those routes are shown on the project map as the pink routes. And you'll see a number of those route segment projects throughout the project area. Then as part of the review process, we as the Applicant were asked to provide testimony and name a preferred route from end point to end point now that we have a lot of information at our disposal of the project area.

And so Xcel Energy submitted testimony last month that named the modified blue route as our preferred route. The reason we call it the modified blue route is by and large it is what we proposed last year in our application, but in seven different locations we had preferred routes that were proposed by the route segments, along with the route that we thought reduced impacts beyond what we originally proposed a year ago. So we refer to that as the modified blue route and moved that forward as our preferred route by and large. What's important is we believe it is the least impactful route between the project end points.

Once a route gives us information about how these developed and the project is approved, there is an easement acquisition process where Xcel

Energy would negotiate directly with each individual landowner whether the right of way on their property, the easement, the language of that, language specific to each property, and it takes into consideration impacts on the land on that property.

The easement provides Xcel Energy the ability to build and maintain that new structure, but the landowner retains ownership of the land within that easement or that right of way.

I will say, I haven't mentioned this yet, but with a 345 kilovolt transmission line, the right of way is 150 feet in width. And that means it's 75 feet on either side of the centerline as what's required to be able to safely operate and maintain a project this size.

In terms of the construction process. There will be survey and geotechnical investigations that need to be performed. Some of that we actually already started along the project, both purple and blue, and some of the route alternatives as well.

Next in that process is concrete foundations. The foundations are about seven to 12 feet in diameter, depending on substrate, and about 20 to 60 feet in depth, depending on the soils in

the area. Then we raise the steel structures, string conductor, and then restore the site where construction has happened. The schedule for that construction process we anticipate to begin in the summer of 2026 and then we would have an in-service date, meaning the project is complete, and it will be energized by the fall of 2028. So that's the construction timeline.

I did want to share a slide where there are ways for you all to contact us if you have questions of the project development team. We do have a website, mnenergyconnection.com that has a lot of good information there, and there is a user-friendly interactive map that you can zoom into your area and understand where the project is being proposed.

And we have a toll-free number and email that are specific to this project. They will go to three members of the project team, myself being one of them, and you can email or leave voicemail if we are not there to pick up the phone and talk to you. And we'll get back to you pretty quickly, usually within 24 hours, so I encourage you to move through this process and please reach out to the contact list for questions you have.

However, the comments that the Judge is asking for today are in order to establish the record and those will need to be submitted to the state, not just over email, to this address. It will be emails to the state or letters to the state.

Okay. Thank you, Your Honor. That's all I have and I'll turn it over to Andrew.

MR. ANDREW LEVI: Thank you, Matt.

Hello. I am Andrew and I work with the Minnesota Department of Commerce. The Department of Commerce and Barr Engineering, our consultant, prepared the Draft Environmental Impact Statement, called the Draft EIS.

The purpose of the Draft EIS is to describe the potential human and environmental impacts as well as potential mitigation measures associated with the project. It is a decision-making document and used by decision-makers so they can understand the project. The draft DEIS does not advocate for or against the project, but can be used to question and debate the project by individuals using the document.

The Draft EIS took most of the summer to prepare with about 25 people and Barr Engineering. It is based on the Applicant's certificate of need

and the route permit applications, your scoping comments, and additional information provided by the Applicant as part of their application. The Draft EIS addresses those issues that were identified in the scoping decision.

The Draft EIS discusses proposed project alternatives to do including alternatives. These alternatives to the project are called system alternatives and they're discussed in Chapter 4. Chapter 5 is mitigation generally, you know, what are set impacts like this. And then Chapters 6 through 13 talk about financial impacts based on the geographic region. Those regions are right here, but we move from south to north and it describes the proposed project into reasonable geographic chunks so that alternatives could be compared against each other.

I urge you to read the chapters that are unique to your geographic region where you live or otherwise are interested and, of course, if you'd like to read the entire document, you surely can. But I encourage you to read the chapter that involves you.

There are several ways to review the Draft EIS. It is available in the Public Utilities

Commission and Department of Commerce's web pages. It is easier to review the Draft EIS on the Commerce web page, as opposed to the PUC docket system.

There are a limited number of flash drives available here if you'd like to bring it home and plug it into your computer. There's current copies in the back for your review. And you also can find a printed copy of the Draft EIS at ten public libraries across the region.

So, in addition to stating the preference for or against the project today, you can also provide comments on the Draft EIS in the comment area. Please follow the instructions on the notice and tell us whether you think the draft is missing any information or needs information clarified. After the public comment period closes, we will revise the Draft EIS into a Final EIS based on your comments. That should happen in January.

And just a quick reminder about commenting today. It is known that reasonable people can often and often do disagree. It's also a lot easier for folks to put something in writing who don't necessarily like speaking in public. I'm one of those folks.

One speaker at a time. Janet is very

good at her job, but she can't capture two speakers at once. Before you speak, state and spell your name for Janet, the court reporter. And direct your comments and questions to the content of the Draft EIS. I apologize, that's my fault. And also your comments should address issues to the project itself.

Please limit your comments to five minutes. And if there is time at the end of the meeting, we can come back to you.

JUDGE TODNEM: All right. Thank you.

Now it is time for members of the public to make your comments or ask your questions. I do welcome and encourage each of you to comment.

The Commission is particularly interested in comments about whether they should issue a route permit and certificate of need for the proposed project. They want comments on the Environmental Impact Statement and what are the human and environmental impacts of the project and how will the impact be addressed or mitigated. If a route permit is granted, which route alternative and alignment modifications should me selected, and what requirements should be included. And then, lastly, are there other project-related issues.

All right. Then, with that, I'll call the first commenter.

I have Ron Schabel.

MR. RON SCHABEL: I've got things to read because I'm no longer capable to state comments.

JUDGE TODNEM: Certainly.

MR. RON SCHABEL: This goes with this.

JUDGE TODNEM: Is there a copy of your comments in the envelope?

MR. RON SCHABEL: That I'll read.

JUDGE TODNEM: Would you like this marked as an exhibit?

MR. RON SCHABEL: Pardon me? Oh, yeah.

Okay. My name is Ron Schabel, R-O-N, S-C-H-A-B-E-L.

Okay. Your Honor, I appreciate the opportunity to comment on the Xcel Energy Connection's route permit application.

Okay. My wife Debbie and I have attended every public meeting regarding the Minnesota Energy Connection. We have commented on each phase of the regulatory process, including the Xcel pre-route decision period.

Debbie and I were introduced to the devastating changes that were about to inflict rural

Minnesota in 2010, that being the CapX 2020 Project. A consortium of Minnesota utilities, lead by Xcel Energy, encircled rural Minnesota with its first high voltage 345 kV transmission lines. It was stunning for those of us in the path. We were used to centralized compact electric generation within the customer grid.

The CapX Project introduced rural Minnesotans to distributed generation and transmission lines. In the name of energy security the project circumvented central Minnesota. We find it necessary to make reference to the CapX Project since it was managed by Xcel. The preferred route of the CapX route permit included Fish Creek Basin in the St. Cloud to Monticello transmission route and the PUC approved the letting of the route permit to include the Fish Creek Basin.

The Minnesota Energy Connection Project is expanding on that distribution by now criss-crossing central Minnesota with this project. The low voltage utility distribution we are used to is now embedded with 150-foot 345 kV high voltage transmission lines. In mine and Debbie's case, two 150-foot dual poled towers in our front and back yard, stunning our family with an unbelievable

gothic look. And I go back to, I think it was Batman, Gotham City.

When we received the notice from Xcel's Minnesota Energy Connection, they included, as a route option, one paralleling the CapX lines. This time, instead of locating the lines 450 feet from our house, Xcel proposed the Energy Connections' 345 HVTL lines to be placed 250 feet from our front yard, with the lines having to cross the CapX 2020's 150-foot tall lines. The Xcel Energy Connection HVTLs includes the grounding protection cable which would suspend 100 feet above the four towers straddling I-94 and the CapX HVTL lines.

This would require the Minnesota Energy Connection towers at Fish Creek Basin's northwest rim to be at minimum 250 feet in height.

In its pre-route selection process, Xcel provided three alternate routes for the public to comment on. These routes were local to us, which extend from Wright County CSAH 7, two miles south of Clearwater to Hasty, paralleling CSAH 75. Option one's route was paralleling Clearwater Township 150th Street northwest to west of Grunwald Avenue.

Option two was a route segment crossing farm and pasture land just north of 150.

The chosen option, option three, was to parallel 75 from Hasty, Minnesota to and through Fish Creek Basin, cross the CapX 345 kV high voltage transmission line and head straight west to 7. Xcel's transmission planners decided on option three as its purple route alternative.

The route permit application includes the Fish Creek Basin wetlands and the Fish Creek channel which connects Fish Lake to the Mississippi Riverway Oxbow. It is a quintessential natural backwaters and flood plain wetland to the Mississippi Riverway's ecology and flood management. I have included an actual picture view of the basin area, attached here.

Given that information as my understanding, I would like to discuss Minnesota Rule 6105.180 Standard and Criteria for Utility Transmission Crossing of Lands included in my handouts. I also included a copy of President Jimmy Carter's Executive Order 11990, Protection of Wetlands. This document is the reason I am commenting here today and why many of you are being paid to be here.

I attached the picture that I took which is a horizontal of the basin, and then the other one

I have is the top, so you can see the connection line which is the G notification. But then the dashed F line is the -- I can't see it, it's black with dots in it for this CapX line. So the connection line doesn't share CapX right of way. It's offset by three, four hundred feet. One of the things that was commented on in the EIS was the sharing of the right of way to minimize the impact, but in this case it's a whole 150-foot wide swath going through the basin.

Okay. That information is understood. I would like to discuss Minnesota Rule 6105.180, subpart 1. And it's a standard criteria for a utility transmission crossing of lands.

Anyway, let's see. Within the jurisdiction of local authority. Okay. This policy was published on June 17, 2008, two months prior to the CapX Project announcement. The Minnesota legislature must have seen a need for 6105 part 180. And I think that was all driven by executive order 11990, the executive order from President Carter, and it was shortly after the freeways were put in and tore up a lot of wetlands as it went through, but there was no design as to stay out of the wetlands.

Okay. With regards to the topography. Avoid steep slopes like the bluffs -- and this is subpart 3, route design. With regards to the topography, avoid steep slopes like the bluffs at the north and south edge of Fish Creek Basin. And part of the Mississippi, it's all the way along the edge of the Mississippi and it comes up to the basin. And about a mile away that bluff is giving way, so the ground that they have for high towers could be very escapable where they put the towers in to meet the CapX lines. Avoid scenic intrusion into stream valley and open exposures of water, as that presented by the presence of CapX towers 51, 52 and 53. Tower 51 is within 30 feet of the Fish Creek Channel. And if you look at the horizontal picture I took, that water right there in that picture -- it should be at the end. Is there a picture there?

JUDGE TODNEM: Um-hmm.

MR. RON SCHABEL: Okay. As you look at the beginning of the picture south there is the water of the Fish Creek Channel and that's the tower 51 there that is physically 31 feet from that channel.

Avoid scenic intrusions by avoiding ridge crest and high points as that of CapX towers 51

through 54. Also, as mentioned earlier, the tower height of the Minnesota Energy Connection HVTL crossing towers would have to be at a minimum to 100 feet taller than CapX tower 54 in order to accommodate the crossing of the Minnesota Energy Connection HVTL lines to the west of the CapX HVTL.

Number four, avoid creating tunnel vistas, for example, deflections; as routing the Minnesota Energy Connection purple route right of way placement over the 1800s railroad berm. And that berm is only like 10 feet, maybe 10 feet of trees, so you're not really hiding anything, you know, which is you could look up and there will be the towers.

Incoming connection -- wait, I'm missing something. Oh, okay.

With regard to, avoid entering areas within 200 feet of wild, scenic, and recreational river land use districts except where the utility has been authorized by the commissioner to cross wild, scenic, or recreational rivers or tributaries within their land use districts.

My comment in number eight referencing the Minnesota Energy Connection DEIS document, appendix 219, which is the top of the picture that I

showed you, or included, the Mississippi Riverway Oxbow's water's edge is within 200 feet of the Minnesota Energy Connection's purple route R0W.

If the Xcel route designers do like they did in the CapX project, by placing tower 51 within 30 feet of Fish Creek tributary channel, they are either not considering tower placements in route design or leaving it up to construction as built placement and not regarding 6105.0180, subpart 3B, entering areas within 100 feet of designated tributaries. They addressed it in C with regard to vegetation. Avoid wetlands. There, again, avoid as is mentioned in 1199 to the executive order. The purple route's ROW runs directly along the base of the 1800s railroad berm, which has since overgrown with trees and vegetation from lack of care. Removing a 150-feet swath of vegetation and trees over a mile through the basin's wetland eastern and northern perimeter of the basin would be destructive, and require implementation of subpart 7B.

Structure design is self-explanatory with regards to appearance of the structures. As in the CapX towers, all towers in Fish Creek Basin are approximately 150 feet in height. They are of

hollow 16-sided tubes, tapered to a two-foot diameter at the top. The poles are suspended at the bottom by large bolts. The tube design works as tuning forks when activated by traffic noise from vehicles on I-94 or 75. The noise is more intense during cool air weather, such as in spring, fall, and winter months.

The proposed route would be -- would double the number of 345 kV high voltage transmission towers in the Fish Creek Basin, subjecting wetland, ecology, and Fish Lake residents to a much more amplified high noise environment.

In order to avoid there must be an alternative. However, Xcel and the agencies brought forward two 170-plus mile routes they call alternatives and segmented sub-alternatives for minor route modification. After all the comments, the Fish Creek Basin wetland and creek were not allowed an alternative by bringing back one of the pre-route alternatives back in.

That's my presentation.

JUDGE TODNEM: Thank you.

MR. RON SCHABEL: Any questions?

I'd like to thank Scott and Matt for giving us access to information, especially Matt.

JUDGE TODNEM: That's good to hear. Thank you.

Next I have Karen Durant, and then if you could come forward and state and spell your name for us, please.

MS. KAREN DURANT: Here is this.

JUDGE TODNEM: Great. Thank you. We will mark that as exhibits as well.

All right. They have been marked as Exhibits 3 and 4.

MS. KAREN DURANT: My name is Karen Durant, K-A-R-E-N, D-U-R-A-N-T.

I have been a resident of Fish Lake for 26 years. I'm here to ask that the purple route permitting through the Mississippi Backwaters, Tributary, Fish Creek Basin wetlands be denied due to several factors listed on the 7850.4100.

Negative effects on public health and safety, negative effects on the natural environment, including effects on air and water quality resources and flora and fauna, negative effects on rare and unique natural resources, and a design which increases electrical system insecurity.

As noted on the DNR website itself, the benefits of wetlands include: Erosion control,

flood control, groundwater discharge and recharge, enhancement of water quality, and very specifically habitat for rare species. 43 percent of threatened or endangered species in the U.S. live and depend on wetlands.

I'd like to give you a little bit of a background on Fish Creek Basin, and those photos that I submitted, some are sketches, come from the state and will kind of describe what all has been done to that area already.

Originally, there were only really wetlands between the Mississippi Oxbow, its tributary and Fish Lake. Over time, multiple man-made decisions have decimated critical and substantial wetlands between the Mississippi backwaters and Fish Lake.

In the 1800s, the building of a railroad berm and trestle divided and removed portions of the wetland. In 1930 the building of Highway 52 once again divided and removed portions of the wetlands. In 1976 the building of I-94 and 75 resulted in catastrophic elimination of a substantial portion of the wetland acreage between Fish Lake and the Mississippi backwaters removing valuable filtration and flood control properties. Due to this

construction, the backwaters/tributary are now directly linked to Fish Lake via plumbing under 75 and I-94.

I can't even quantify how much that wetland was filled in to allow I-94 to go through and the realignment of CASH 75. In addition, that tributary that comes from the Mississippi is now directly under the freeway to Fish Lake. And in 2012, once again wetlands were removed to put in poles for CapX 2020.

In addition to removing that wetland, those poles and the energy in the electromagnetic field exposes human, flora, fauna, and critical habitat to continue harmful energy to ground wires. As we know, you've got three transmission lines, the electromagnetic field is created around that and there's grounding wire on top going down to the base and around the subscript. No matter the height of the transmission, when it hits a trigger point and ignites or uses current it goes to ground and then disperses in that order. That happens more frequently with the moisture in the wetland, so that event creates the throwing of electrical current into that earth. It's a current.

In addition, if you put that second

transmission line through that same area in close proximity, not only is each line doing the same thing to the earth, each on itself hitting that and putting that current voltage in here. Those lines will fight each other and draw that current to one another.

When two high voltage transmission lines run parallel and in close proximity as designed in the purple route, the ground current created from the high voltage transmission line that is running higher load will move towards the other high voltage transmission line that is running at a lower load or creating less resistance. You are creating professional, consistent, unnatural events traveling in a highly specific area for a sustained period of time. It's not rushing water, it pretty much stays in the areas where it's going to sit and it's going to impact the flora the fauna.

I'd ask and I have not found yet if there have been any environmental studies regarding any impacts CapX 2020 has in Fish Lake Basin. I on behalf of Fish Lake Property Owners Association want that information immediately so I can read it. That is listed, by the way, as an impaired lake on the waterways.

Fish Lake drains to the Mississippi backwaters via Fish Creek, which is listed as a type five deep water channel. Annually, the Mississippi backwater/wetlands push back into Fish Lake during high water. This happens to a more extreme extent since the building of I-94.

This pushback flow/flooding is exacerbated by the closing of dams further down the Mississippi to minimize flooding in those areas, resulting in Fish Lake being a major cistern to the Mississippi River. What happens in the Fish Creek Basin/Mississippi backwaters/wetlands deeply impacts Fish Lake.

In the late 1990s, early 2000s, we had heavy flooding where the pushback was so large you had rains and snow melt in the Mississippi. After that period, we as residents noticed a substantial amount of disformed frogs either missing limbs or had extra limbs. Those kind of things in our environmental impacts are real, we have seen those.

As a side note, Fish Lake has been waiting its turn to receive assistance and funding for a TDL of its watershed which would include the Fish Creek Basin because of its backflow into the lake.

Our bordering waterways of Clearwater Lake and Locke Lake have been greatly assisted with TDL studies which identified both the lakes and their respective streams flowing to the Mississippi as impaired.

Fish Lake property owners initiated their own testing of the Mississippi backwater/tributary this summer via Wright County Water and Soil. Total phosphorous test results clearly indicate that the water in the Mississippi tributary is significantly above 40 micrograms per liter, which is the level at which a body of water is considered impaired in Minnesota. Meaning this tributary, backwaters and surrounding wetlands should be treated with increased sensitivity and regard.

Why the purple route is concerning to recreationalists in the Fish Creek Basin. The 26 years I have lived in this area, the counties that include the Mississippi have worked to create a recreational corridor down Highway 75 from St. Cloud to Monticello. Highway 75 itself was widened to create some shoulders to use biking identified in the scenic byway. Sections of the old train bed running along 75 are included in the purple route. The snowmobile path also runs this route. When the

CapX 2020 was pushing for support to put those poles through that area, they said this is right because we'll support a recreational pathway between this transmission line there.

I am aware that the DNR currently is supporting the purple route because they have concern about some trees for the blue route. I understand the regret of the removal of trees on the blue route. The blue route does not create the dangerous situation of double, parallel 345 kV transmission lines running parallel through water. The Sherco plant itself has one-inch copper cable, 20 foot by 20 foot mesh that is tied to all building structures, control cabinets and process equipment so that the ground potential rise across the building site remains at zero. No radical energy events allowed to injure humans, property or equipment.

Ground potential rise is a dangerous concern for humans, flora and fauna and the possible negative effects in such a scenario as designed in the purple route would be unconscionable without a proper EIS.

The DNR has supported the wrong decision in the past. Stocking common carp across lakes and

rivers in Minnesota, an unfortunate introduction of an ecosystem-altering invasive species still is problematic today on many Minnesota waters. They used excessive groundwater permitting near White Bear Lake and in November of 2012 the White Bear Lake Restoration Association and the White Bear Lake Homeowners Association filed a suit in Ramsey County District Court alleging the DNR permitted too much groundwater use near White Bear Lake, causing the lake water levels to drop unacceptably. Litigation resulted in new permitting requirements in the area.

Inadequate protection of the BWCA via Minnesota's longstanding nonferrous mine sitting rule as documented in the lawsuit filed by Northeastern Minnesotans for Wilderness and ongoing discussions.

So I don't believe they're acting in the best interest in not supporting the blue route other than the purple is way too much annual water.

In addition to my concerns regarding negative impacts to the Mississippi backwater/tributary and the Fish Creek Basin wetlands, I cannot understand how putting two high voltage lines right next to each other and crossing each other increases electrical system security.

The poles to cross over the existing CapX lines will need to be 200 feet in the air-lighted targets for terrorism and most certainly visible in the Great River Scenic Byway.

In closing, in this era of evaluating our energy sources by considering the full cost of that energy, which is why we're moving away from Sherco's coal production, we should not be allowing this purple route with such insufficient testing and data concerning environmental impacts to humans, flora and fauna.

Thank you.

JUDGE TODNEM: Thank you very much. All right. Thank you.

Are there any other speakers? I don't have any others on the sign-in sheet.

All right. Yes, ma'am. If you could come up and please state your name and spell your name for us.

MS. ROSE THELEN: My name is Rose Thelen. Rose is spelled R-O-S-E, Thelen, T-H-E-L-E-N.

I'm with Karen, I reiterate her concerns about the Fish Creek Basin. I'm a member of the Clearwater Township Board and I'm on the advisory committee on the Clearwater Watershed District.

I'd also like to comment about where it crosses the Clearwater River where the purple route crosses. It would go through a section of the Clearwater River that's about two miles away from the Mississippi River and it would be cutting on our swath through undisturbed area.

So you have the environmental impacts occurring on the Clearwater River site and then flowing into the Mississippi River, and the shape of -- I mean, through the area.

So we saw these supports of the modified blue route. I worked with Ron and others in the township throughout this process when the line was first proposed. And in that process, we have letters submitted from Wright County Board of Commissioners, Wright County Soil and Water, Clearwater City, Clearwater Township, that also weigh against putting the power line through our township, through Silver Creek and through Clearwater.

And one of the other concerns about the purple route is it would go very close to the orderly annexation area between Clearwater City. And it's a high growth area, Clearwater City is designated as a growth area and they've got a

development there already and is part of the Clearwater orderly annexation area. So it's going to impact their efforts to be able to attract and retain residents if they've got high voltage power lines going right next to and adjacent to their residential area.

When I look at the other route, the modified blue route, we see that most of the homes along that route are set far back from the line, whereas it's not true where it goes through Clearwater Township. So it would be impacting the residents as well and a residential neighborhood.

So that is all I have for my comments, because I think Ron and Karen covered fully all the impacts.

One other thing. I did work with Ron and others when we were trying to do something about CapX. And one of the things about the EIS at that particular juncture was that the CapX hailed to ignore the EPA executive order number 11990 abiding to the practice of putting high voltage transmission power lines in a wetland area, and so I didn't catch if they mentioned that or not. So I think that it would be wise to not to reverse that trend and to adhere to that recommendation at this time.

Thank you.

JUDGE TODNEM: Thank you.

MR. ANDREW LEVI: I have a question.

JUDGE TODNEM: I think we have a question for you.

MR. ANDREW LEVI: Can you tell me that the EPA -- the order, the number you said?

MS. ROSE THELEN: Yeah. It's 11990, Executive Wetland Order 11990.

MR. ANDREW LEVI: Thank you.

JUDGE TODNEM: All right. Thank you.

Are there any others interested in making a comment?

All right. I see one right here. Again, just come forward and state and spell your name, please.

MS. DIANE JENSEN: Hello. I'm Diane Jensen, D-I-A-N-E, J-E-N-S-E-N.

My concern is proper notice. You had mentioned that you worked with landowners. Not me. I have had partial ownership of my property for 20 years, full ownership for two years, and I just recently started getting notices because they're still using old property lists.

I'm happy that I'm getting information

now, but I believe others have not gotten proper notice.

Thank you.

JUDGE TODNEM: All right. Thank you.

Any comments?

Okay. All right. Yes, sir.

MR. NATHAN SYVNIESKI: Hello. My name is Nathan Syvnieski, N-A-T-H-A-N, S-Y-V-N-I-E-S-K-I.

I'm here representing neighbors and family who couldn't be here due to this being in the middle of the workday. I work for myself at home.

And I came here to discuss my concerns with this power line proposal for the purple route, which is where the reference to Fish Lake, I live pretty close to the County Road 75 portion along with neighbors and family. And I wanted to just state my -- I don't approve, or I disagree and I will stand firmly against having it routed this way.

Just my personal experience living on the power lines. I grew up in Monticello, I actually was the very first family affected by CapX 2020 at my parents' place, and I witnessed firsthand the environmental impacts that that route has had over the years. I was in high school at the time it came through and they developed a lot of power lines in

the backyard. I poured my life savings and time building that place up now with anticipation of another line running through.

The line that's the CapX 2020 line, we received multiple notifications of doubling that this year, but that's already been set up and I have to take that for a grain of salt. This line is proposed to go directly, sandwiched between the 345 kilovolt line, which the health effects that the previous speakers had mentioned, I don't know about it, but I know they've got to be there.

As for the effect of what it does to our property and our property values and livelihood there. To me, my property can't be replaced and it is a detriment to be put in front there because it is on 75, across the road, which is where I actually do my deer hunting to provide for my family and friends and that's where I hunt.

The CapX 2020, the land is all flat, all the trees are gone. It's just flat, and they put in the power poles and there is the loss of environment, deer, coyotes, foxes, rabbits, squirrels, and everything, they all lose their environment. And for me, near my house, I lose where I hunt. I no longer have a spot where I hunt

with my family. And then, like I said, I don't know, outside of two lines so close to each other, it's not something I think would be a very bright option.

Now, this meeting was set up to allow us to speak in the first place. This whole transmission line, if put in place, correct me if I'm wrong, is to source the power from windmills from Southwestern Minnesota to supplement lost power from Sherco.

Nowhere in the history of anything, because someone said in reference to Sherco's coal plant, that was so reliable, we're getting you and replacing you with something else and that doesn't happen. I know this is big, sustainable energy, but the United States of America is one of the most -- maybe the most, I do not know, the actual cleanest nation in the entire world.

So from coal power, just because we think we can make the world that much better, I don't think this is quite the right focus for new green energy, solar panels and wind supplement. What we're losing by retiring the Sherco plant or shutting down the units, I'm sure 50-year units at this point, give or take a few years, to update

would be more efficient.

Like I said, I would have to look into more and study, but I will not be affected by the new power being created from the solar and the wind because I'm in Wright-Hennepin, but I will be affected by lines going through our properties and over our houses. So for me and all my neighbors, we do not support this. I feel bad for anyone who, you know, the statistics of how many houses are going to be crossed by this material. So we do have a number of homes within certain proximities of the line.

Now, has anyone, the lady just preceding to me, didn't receive notice. Have all those people been notified now? I received letters in the mail, but they didn't say, hey, mind if we put this here? Here's our draft and come fight it and this is going to be thrown in your face. And we were never asked about it.

I'm sure not a single person says I will love this big rusty pole in my yard. I know it's more aesthetically pleasing, but it's just a rusty pole. That's my concern of the whole deal for where I live. It's a very geographically bad location for the power line. I live within a half mile or so of Rice Lake and that area where the line comes through

has to cross a swamp. There is water on this side, there's water on this side, and it's going to be crossing the water portion of the lake. And that whole wooded area where I hunt is going to be completely wiped out. It is a very narrow area, a 150-foot path will take all the trees out of there and then you can see straight to the lake from my place if it comes through.

I don't have any questions otherwise.

MR. MATT LANGAN: I do have one question.

You are talking about the line that is near your residence. Are you aware, is that the purple route?

MR. NATHAN SYVNIESKI: I live on the purple route, yes, County Road 75, near the Fish Lake Basin. That's less than a mile from me. And me being on 75, I'm also deeply affected about the lake and stuff. And I'm concerned about the wires being over my house as well. I know it's already doubling and it will be 600, 700,000 by the time they put the ones behind my house and in front of my house if they had another one. So I would say I firmly stand by following another direction.

And I can say that as a side note in general, but that's what I'm saying on that.

Thank you for your time.

JUDGE TODNEM: Thank you.

All right. Are there any others who would like to make comments?

Yes, sir. Please come forward.

And for everyone, just kind of a reminder to perhaps mute your phones and step out before you take calls.

MR. BRUCE KARG: Hi. Thank you for allowing me to come and speak. I'm Bruce Karg, B-R-U-C-E, K-A-R-G.

My property is on the purple line just northwest of Fairhaven, and I am against the purple line project. It will damage all the wetlands that we have back there. And it bisects my property in half. And I've got real trouble around there right by the house, I just don't think that's a reliable route for your transmission line.

Any questions?

Thank you for your time.

JUDGE TODNEM: All right. Thank you, Mr. Karg.

Any others who wish to comment or ask questions?

I do encourage you, that if you're

contemplating it, please come forward and make your comments. As I stated, this is really the only place where I can have comments from the public entered into the record for not only my consideration, but also the Commission's, and the written comments.

MR. MARVIN ONNEN: Can I come up?

JUDGE TODNEM: Yes, please, back there.

MR. MARVIN ONNEN: Thank you.

My name is Marvin Onnen, M-A-R-V-I-N, O-N-N-E-N.

Overall I am opposed to wind and solar generation. It is not very dependable. We right now in the United States have a very stable electrical system. And the system in the United States is 65 volts AC. And we have solar cells that's DC power, and somewhere along the way we have to convert that to AC, cycled to AC, which takes up a lot of energy to do. And wind generation is not dependable.

So we do have a very dependable system in the United States with coal, solar -- I mean, nuclear, and even water generation, such as dams. I don't understand why we would want to change to this system. I can understand that we do use a lot of

energy in the United States, and I don't think a lot of people realize the amount of energy that is consumed by the country.

I can remember way back when I was home on the farm, and this was by Raymond, Minnesota, and we didn't have electricity when I grew up until I think it was 1950 or '51 when we got electricity on the farm and that's because it was the REA system, because the town of Raymond had electricity and that was powered by Northern States Power.

But we did have -- the only thing we had in the house was batteries. We did have batteries, we had batteries in the basement of the house, and a wind generator in the back of the house. And when we got electricity from the power company, from REA at the time, we thought we died and went to heaven. And the first thing that came out of the house was the batteries in the basement. And the shelves, we kept the shelves because mom did a lot of cooking, so the shelves were covered with bottles of different types of sauce and food.

And now, with all the solar devices that are being built and the wind generation being built, mainly what the solar cells, we're going to have to rely on the land to grow our crops. And I think I'd

much rather breathe a little bit of gas from either gas turbines that we have to produce electricity and even our coal plants that produce electricity versus I think I could live longer breathing a little bit of contaminate air versus running out of food. That's one thing we really have to have a concern about, that we still have a food supply, because we're consuming a lot of land for solar cells and wind generation. And in the amount of land that's consumed by these windmills and solar cells is nothing compared to a power plant that we have right now. So I do agree that we have to upgrade our power system in the country, but solar and wind is not totally the answer. It would be okay to use that as a supplement.

That's all I have to say. Thank you.

JUDGE TODNEM: All right. Thank you.

Before I go back to you, I just want to see if there are any other individuals who would like to make a first comment.

All right.

MR. NATHAN SYVNIESKI: Do you want me to restate my name or --

COURT REPORTER: Yes, please.

MR. NATHAN SYVNIESKI: Nathan Syvnieski.

Just this question about the wind generators and solar panels. Now, my question is where are these manufactured? Where are these products manufactured? Do you guys know?

MR. MATT LANGAN: Your Honor, I don't know that. And thank you for the question.

The wind energy that will be developed in association with this project will be developed largely by developers other than Xcel Energy, and so we're not sure where those are manufactured.

MR. NATHAN SYVNIESKI: So just as a thing that I know from experience, I have friends who do work in the -- have worked around the wind energy systems. And a friend who is involved worrying about installing the solar fields out there and in Becker and that all the parts are coming from China. They're all made in China. And we're replacing local sourced poles that we use from our country.

Now, I may even say it and you might be able to show me something that says otherwise, but from what I understand, replacing our local energy supply is China solar generators and wind generators. They may sound all fine and dandy. Well, you have to factor in that those wind generators are actually like a sieve down the inside

of the hollow tubes. It is never spoke about. They're diesel generators, oil-filled generators, that are being installed and they explode and burn and do all that stuff.

And I don't know. Of course, the wind -- the veins on the windmills, I'm sure we've all seen them. Finally they do have lifecycle, which is a lot shorter than you'd expect. They dig holes in the ground and bury them all over the place, fiberglass windmill veins.

Now, the only solution I can come up with so far is to crush them up and add them to concrete as an additive. They are built very, very strong, so that's one part of the environmental thing. I'd say this is not really environmentally friendly, especially if you consider those solar panels manufactured in China with no regulations and put on a ship.

So that's what I say about it. Thank you.

JUDGE TODNEM: All right. Thank you.

It looks like Mr. Schabel would like to speak again. Did you have additional comments?

MR. RON SCHABEL: Yeah. And I have a handout.

In this handout, and I'm going to start on page 2 because everything else we've done. The number and height will be similar to the paralleled CapX 2020 out to the west. The Energy Connection Project will not be utilizing the adjacent ROW as in the case of the CapX Project. However, it will be within 200 feet of the Mississippi Oxbow. The recreational canoeists intending to enjoy this recreational highlight will instead be looking up at the gothic structures and at a 30-degree angle above the 1800s railroad berm.

Next will be the placement of, at minimum, four double-poled transmission structures. The high voltage transmission line makes a 90-degree turn west away from the railroad berm towards the CapX towers 53 and 54 right of way. These dual poled structures will have to be sturdy, since the bluff ground has a tendency to shift.

Also, these towers must be capable of handling the rise and extra tension of the crossing high voltage transmission line. These added bluff structures are new to the wetland environment. The negative effects will impact the Mississippi Scenic Riverway travelers, and also the Scenic Riverway recreational travelers, that being bicyclists and

canoeists.

Next will be the cabling of the new Minnesota Energy Connection transmission towers. The dressing of the double circuit towers along the railroad berm will subject the avian fowl coming off the Oxbow to an immediate danger. These high voltage transmission lines will be 14 1.5-inch cables strung over a mile from south to north along the 1800s railroad berm. Each circuit will contain three phase cables with spacing and a ground protection cable spaced 25 feet above the ground cable. The flying avian will be confronting a 100-foot cable wall. The fowl will not have the distance to get sufficient height to make use of the bird deflectors positioned 135 feet above the tower's grounding cables. This challenge for the birds could create a substantial negative effect resulting in injury or even death.

Along with the dressing of the 345 kV towers in the Fish Creek Basin wetland and northern bluff, there are negative effects included in the placement, size, and the FAA's required lighting of the crossing towers. There will be a 250-plus dual sieve tower on the northwest side of I-94. Picture this, a 25-foot spacing between the top phase wire

and the ground protection cable, bring the additional heights grand total to 125 feet above the existing 150-foot CapX 345 kV high voltage transmission line.

For the Great Riverway travelers, the enormous crossing towers will have shockingly impacting negative effects. However, being in excess of 250 feet in height, each Minnesota Energy Connection crossing tower will have to be light for aircraft that include I-94 in their flight plan as a safety warning. The impact of the safety lighting will also negatively affect the night skies of the nearby homesteads, changing the rural landscape forever. When is enough enough.

Thank you.

JUDGE TODNEM: All right. Are there any others who wish to speak at this time or have written comments they would like to submit?

All right. Last call. Any additional comments?

New or repeat individuals?

All right.

MR. MARVIN ONNEN: I was up here and I do have some information if you guys would like to have it, but I've only got one copy.

JUDGE TODNEM: That's fine.

That will be marked as Exhibit 6.

All right. Any other comments or written submissions?

All right.

MR. RON SCHABEL: I have a comment. Ron Schabel.

You said in the beginning that you have the DEIS. I had a question over there, and I realize there are two different versions of it. So is there -- is it available?

MR. ANDREW LEVI: The Draft EIS is a draft, the Final EIS will come out in January.

MR. RON SCHABEL: Okay. But we referenced here -- I was looking for it in the text, it says like map 10, map 9. And we couldn't locate those, that specific -- the maps in the appendix.

MR. ANDREW LEVI: Were you using the Commission's website?

MR. RON SCHABEL: It's like page 398.

MR. ANDREW LEVI: So when they were filed to eDockets, you can only have ten megabytes that can go in there. So all the maps got uploaded individually just so that they could fit onto the system.

If you look at the EIS on our web page, I mean, there's a table of contents there and you'll see all those maps and you can click on those. And it's more -- it's much more straightforward than eDockets is, but if you want to grab a thumb drive, they're all there, too.

MR. RON SCHABEL: Do you know specifically if that information contains the reference -- or the map where they said map 9, map 10?

MR. ANDREW LEVI: Yeah. There's like 20 maps, and each one of those, they're on file. It's just the nature of it, they're big, and it's the nature of how to load them.

MR. RON SCHABEL: Thank you.

JUDGE TODNEM: And, Mr. Schabel, I did put back up the PowerPoint for the Department's website where you can find the Draft EIS.

MR. RON SCHABEL: Yes, ma'am.

MS. ROSE THELEN: Rose Thelen, T-H-E-L-E-N.

On the website, you said it was easiest to read the PUC website, but it only lists 140 pages. So am I missing something? 'Cause I was told to look at page 415 for the relevant

information of the township.

MR. ANDREW LEVI: Yes, it is better to read that on our EERA website.

MS. ROSE THELEN: On the EERA, okay. So not the PUC website.

JUDGE TODNEM: So I think the primary difference is on the EERA website you can see the document as one document. On the PUC website, due to sizing limitations, they have to cut it up into individual pieces so you have to kind of piece things together on the PUC website.

MS. ROSE THELEN: All right. Thank you.

JUDGE TODNEM: All right. Any other questions or comments?

All right. Then I'll just provide a reminder that all comments, all written comments can be submitted by 4:30 p.m. on November 25th.

Give me one moment and I'll pull up that information again. There we go.

Be sure to include the MPUC Docket Number E-002/TL-22-132 and OAH Docket Number 23-2500-39782. You can email comments or send them by US Postal Service mail.

I also want to thank you all for taking time out of your day and making the effort to come

here and share your comments or just listen and get your questions asked prior to this meeting. Your participation is appreciated.

Let's see here. And just as a reminder, there will be another public hearing this evening, it will be held via Webex. You can contact any of these folks to get that information if you or a neighbor would like to participate in that meeting. And there will be additional in-person meetings that were provided in the notice.

Then, with that, we are adjourned. Thank you.

(Proceeding concluded at 12:40 p.m.)

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

REPORTER'S CERTIFICATE

I, Janet Shaddix Elling, do hereby certify that the above and foregoing transcript, consisting of the preceding 59 pages is a correct transcript of my stenographic notes, and is a full, true and complete transcript of the proceedings to the best of my ability.

Dated November 24, 2024.

/s/Janet Shaddix Elling
JANET SHADDIX ELLING
Registered Professional Reporter

A

abiding (1)
40:20
ability (1)
15:8
able (3)
15:15;40:3;51:20
above (6)
23:12;35:11;53:10;
54:11,15;55:2
AC (3)
48:16,18,18
accepted (1)
13:22
access (1)
29:25
accommodate (1)
27:5
acknowledge (1)
4:23
acquisition (1)
14:25
acreage (1)
31:23
across (4)
19:9;36:15,25;
43:16
acting (1)
37:17
activated (1)
29:4
actual (2)
24:13;44:17
actually (4)
15:19;42:20;43:16;
51:25
add (1)
52:12
added (1)
53:21
addition (6)
10:21;19:10;32:6,
11,25;37:20
additional (5)
18:2;52:23;55:2,19;
59:9
additive (1)
52:13
address (3)
6:15;17:4;20:6
addressed (2)
20:21;28:11
addresses (1)
18:4
adequacy (1)
9:15
adhere (1)
40:25
adjacent (2)
40:5;53:5
adjourned (1)
59:11
Administrative (5)
4:15,16,17;5:22;
9:25
advisement (1)
7:3
advisory (1)
38:24
advocacy (1)
6:24
advocate (1)
17:20
aesthetically (1)
45:21
affect (1)
55:12
affected (4)
42:21;45:3,6;46:17
affiliated (1)
4:19
afternoon (2)
4:1;11:13
again (6)
28:12;31:20;32:9;
41:14;52:23;58:19
against (6)
17:20;18:16;19:11;
39:18;42:18;47:13
agencies (3)
9:20;13:10;29:14
agency (2)
4:17;8:16
ago (2)
12:21;14:18
agree (1)
50:12
air (3)
29:6;30:20;50:5
aircraft (1)
55:10
air-lighted (1)
38:2
alignment (1)
20:23
alleging (1)
37:8
allow (2)
32:5;44:5
allowed (2)
29:19;36:17
allowing (2)
38:8;47:10
along (11)
14:16;15:20;26:6;
28:14;35:24;40:9;
42:15;48:17;54:4,8,
19
alternate (2)
12:23;23:18
alternative (5)
9:17;20:22;24:6;
29:14,19
alternatives (9)
13:23;15:21;18:7,7,
8,9,16;29:16,20
America (1)
44:16
amount (3)
34:18;49:2;50:9
amplified (1)
29:12
ANDREW (12)
7:17;17:7,8,9;41:3,
6,10;56:12,18,21;
57:11;58:2
angle (1)
53:10
annexation (2)
39:23;40:2
announcement (1)
25:18
annual (1)
37:19
Annually (1)
34:3
answered (1)
6:10
anticipate (1)
16:4
anticipation (1)
43:2
apologize (1)
20:5
appearance (1)
28:23
appendix (2)
27:25;56:17
Applicant (7)
4:21;5:11;7:5;13:7,
18;14:6;18:3
Applicant's (3)
6:1,25;17:25
Application (13)
4:3;6:4,16;7:8;
9:23;10:7,7;12:22;
13:12;14:14;18:3;
21:18;24:7
applications (1)
18:1
applied (1)
9:3
appointed (1)
8:21
appreciate (1)
21:16
appreciated (1)
59:3
approve (1)
42:17
approved (3)
14:1,24;22:16
approves (1)
13:4
approving (1)
13:17
approximately (2)
9:4;28:25
area (26)
11:25;13:20,23;
14:5,9;16:1,15;19:13;
24:13;31:10;33:1,15;
35:18;36:2;37:11;
39:6,10,23,24,25;
40:2,6,22;45:25;46:4,
5
areas (4)
27:17;28:10;33:17;
34:9
around (4)
32:16,18;47:16;
51:13
arrangements (1)
5:8
assigned (1)
5:23
assistance (1)
34:22
assisted (1)
35:2
associated (1)
17:17
Association (4)
33:22;37:6,7;51:8
attached (2)
24:14,24
attended (1)
21:19
attendees (1)
11:21
attract (1)
40:3
authority (2)
8:18;25:16
authorized (1)
27:20
available (4)
7:24;18:25;19:5;
56:11
Avenue (1)
23:23
avian (2)
54:5,12
avoid (10)
10:5;26:2,4,11,24;
27:7,17;28:12,12;
29:13
avoiding (1)
26:24
aware (2)
36:5;46:12
away (4)
26:8;38:7;39:4;
53:15

B

back (17)
10:8,25;16:22;19:7;
20:10;22:24;23:1;
29:19,20;34:4;40:9;
47:15;48:8;49:4,14;
50:18;57:17
backflow (1)
34:24
background (1)
31:7
backwater/tributary (2)
35:7;37:22
backwater/wetlands (1)
34:4
backwaters (6)
24:10;30:15;31:16,
24;34:2;35:13
backwaters/tributary (1)
32:1
backwaters/wetlands (1)
34:12
backyard (1)
43:1
bad (2)
45:8,23
Barr (2)
17:11,24
base (3)
7:3;28:14;32:17
based (4)
6:17;17:25;18:12;
19:17
basement (2)
49:13,18
Basin (22)
22:14,17;24:3,8,13,
25;25:10;26:5,8;
28:19,24;29:10,18;
30:16;31:7;33:21;
34:24;35:17;37:22;
38:23;46:16;54:20
Basin/Mississippi (1)
34:12
Basin's (2)
23:15;28:18
Batman (1)
23:2
batteries (4)
49:12,12,13,18
Bear (4)
37:5,5,6,9
Becker (3)
12:9,24;51:16
bed (1)
35:23
begin (2)
8:3;16:4
beginning (2)
26:20;56:8
behalf (1)
33:22
behind (1)
46:21
benefit (1)
9:18
benefits (1)

30:25
berm (8)
27:10,11;28:15;
31:18;53:11,15;54:5,
9
best (1)
37:18
better (2)
44:20;58:2
beyond (2)
13:18;14:17
bicyclists (1)
53:25
big (3)
44:15;45:20;57:13
biking (1)
35:22
bird (1)
54:15
birds (1)
54:17
bisects (1)
47:15
bit (4)
11:19;31:6;50:1,4
black (1)
25:3
blue (12)
13:1,13;14:11,13,
19;15:21;36:7,9,9;
37:18;39:12;40:8
bluff (4)
26:8;53:18,21;
54:21
bluffs (2)
26:2,4
Board (2)
38:24;39:15
body (1)
35:12
bolts (1)
29:3
bordering (1)
35:1
both (3)
12:2;15:20;35:3
bottles (1)
49:20
bottom (1)
29:3
box (1)
5:16
breathe (1)
50:1
breathing (1)
50:4
briefly (1)
5:9
bright (1)
44:3
bring (2)
19:5;55:1
bringing (1)
29:19
brought (1)
29:14
brown-colored (1)
12:4
BRUCE (2)
47:9,10
B-R-U-C-E (1)
47:11
build (2)
13:5;15:8
building (7)
31:17,19,21;34:6;
36:13,16;43:2
built (4)
28:8;49:23,23;
52:13
burn (1)
52:3
bury (1)
52:9
BWCA (1)
37:12
byway (2)
35:23;38:4

C

cabinets (1)
36:14
cable (6)
23:11;36:12;54:11,
12,13;55:1
cables (3)
54:8,10,16
cabling (1)
54:2
call (5)
5:19;14:12;21:1;
29:15;55:19
called (2)
17:13;18:8
calls (1)
47:8
came (3)
42:12,24;49:17
can (35)
5:18;6:18;8:3;
10:15,23;11:12;13:5;
16:14,20;17:19,21;
18:21;19:8,11,21;
20:10;25:1;33:23;
41:6;44:20;46:7,24;
48:3,7,25;49:4;52:11;
56:22,23;57:3,18;
58:7,16,22;59:6
canoeists (2)
53:8;54:1
capable (2)
21:5;53:19
capacity (1)
12:18
capture (1)
20:1
CapX (32)
12:1;22:1,8,12,14;
23:5,9,13;24:3;25:4,5,
18;26:11,13,25;27:4,
6;28:5,24;32:10;
33:21;36:1;38:1;
40:18,19;42:21;43:4,
19;53:4,6,16;55:3
care (1)
28:16
carp (1)
36:25
Carter (1)
25:21
Carter's (1)
24:20
case (3)
22:23;25:9;53:6
CASH (1)
32:6
catastrophic (1)
31:22
catch (1)
40:22
Cause (1)
57:24
causing (1)
37:9
cells (4)
48:16;49:24;50:8,
10
Center (1)
4:11
centerline (1)
15:14
central (2)
22:11,20
centralized (1)
22:6
certain (1)
45:11
certainly (3)
13:2;21:6;38:3
certificate (7)
6:16;9:3,12,22;
11:7;17:25;20:17
certificates (1)
8:18
challenge (1)
54:16
change (1)
48:24
changes (1)
21:25
changing (1)
55:13
channel (6)
24:8;26:15,21,23;
28:6;34:3
Chapter (5)
6:19,20;18:9,10,22
Chapters (2)
18:11,18
China (4)
51:16,17,22;52:17
Chippewa (1)
4:5
chosen (1)
24:1
chunks (1)
18:15
circuit (2)
54:4,9
circumvented (1)
22:11
cistern (1)
34:10
citizens (1)
7:6
City (4)
23:2;39:17,23,24
clarified (1)
19:15
cleanest (1)
44:17
clearly (2)
5:2;35:9
Clearwater (15)
23:21,22;35:1;
38:24,25;39:2,4,8,17,
17,20,23,24;40:2,11
click (1)
57:3
close (5)
33:1,8;39:22;42:15;
44:2
closes (2)
10:22;19:16
closing (2)
34:8;38:5
Cloud (2)
22:15;35:20
Coal (6)
12:8;38:8;44:12,19;
48:22;50:3
coal-fired (1)
12:13
comfortable (1)
6:14
coming (2)
51:16;54:5
comment (13)
6:13;10:22;19:12,
16;20:14;21:17;
23:19;27:23;39:1;
41:13;47:23;50:20;
56:6
commented (2)
21:21;25:7
commenter (1)
21:2
commenting (2)
19:20;24:22
comments (37)
5:14;6:8,11;8:12,
13;9:22;10:14,19,23;
17:1;18:2;19:12,18;
20:4,6,8,13,16,18;
21:5,9;29:17;40:13;
42:5;47:4;48:2,3,6;
52:23;55:18,20;56:3;
58:14,16,16,22;59:1
Commerce (8)
4:20;5:7,11;7:5;
10:13;17:10,11;19:2
Commerce's (1)
19:1
Commission (21)
4:20;5:10,24;7:1,2,
7;8:8,15,20;9:3,11,13,
15,21;10:2;11:6;
12:23;13:4;14:1;19:1;
20:15
commissioner (1)
27:20
Commissioners (2)
8:21;39:16
Commission's (3)
8:4;48:5;56:19
committee (1)
38:25
common (1)
36:25
communities (1)
13:19
Community (1)
4:11
compact (1)
22:6
company (2)
13:5;49:15
compared (2)
18:16;50:11
compatible (1)
9:18
compile (1)
5:24
complete (1)
16:6
completely (1)
46:5
computer (1)
19:6
concern (5)
36:7,20;41:19;
45:22;50:6
concerned (1)
46:18
concerning (2)
35:16;38:10
concerns (5)
10:18;37:20;38:22;
39:21;42:12
concluded (1)
59:13
conclusions (1)
6:3
concrete (2)

15:22;52:12
conditions (1)
10:3
conductor (1)
16:2
confronting (1)
54:12
Connection (18)
4:4;9:8;11:17;
21:21;22:18;23:4,10,
15;25:1,5;27:2,6,9,15,
24;53:4;54:3;55:9
Connections' (1)
23:7
Connection's (2)
21:18;28:3
connects (1)
24:9
consider (4)
5:25;9:22;13:17;
52:16
consideration (2)
15:5;48:5
considered (1)
35:12
considering (3)
10:1;28:7;38:6
considers (1)
9:15
consistent (1)
33:14
consisting (1)
6:2
consists (1)
8:20
consortium (1)
22:2
construction (7)
10:4;15:17;16:3,4,
8;28:8;32:1
consultant (1)
17:11
consumed (2)
49:3;50:10
consuming (1)
50:8
contact (4)
5:7;16:10,24;59:6
contain (3)
8:1,1;54:9
contains (1)
57:8
contaminate (1)
50:5
contemplating (1)
48:1
content (1)
20:4
contents (1)
57:2
continue (1)
32:14
control (4)
30:25;31:1,25;
36:14
convened (1)
4:11
convert (1)
48:18
cooking (1)
49:19
cool (1)
29:6
Copies (2)
7:23;19:7
copper (1)
36:12
copy (4)
19:8;21:8;24:19;
55:25
corridor (1)
35:20
COR-TEN (1)
12:4
cost (1)
38:6
Counties (3)
4:6;9:6;35:18
country (3)
49:3;50:13;51:18
County (8)
12:25;23:20;35:8;
37:7;39:15,16;42:15;
46:15
course (2)
18:20;52:5
court (4)
4:23;20:3;37:8;
50:24
covered (2)
40:14;49:20
coyotes (1)
43:22
create (4)
35:19,22;36:9;
54:17
created (3)
32:16;33:9;45:4
creates (1)
32:23
creating (3)
27:7;33:13,13
Creek (24)
22:14,17;23:15;
24:3,8,8;26:5,14,21;
28:6,24;29:10,18,18;
30:16;31:7;34:2,11,
24;35:17;37:22;
38:23;39:19;54:20
crest (1)
26:25
criss-crossing (1)
22:20
criteria (3)
6:17;24:17;25:13
critical (2)
31:14;32:13
crops (1)
49:25
cross (5)
23:9;24:3;27:20;
38:1;46:1
crossed (1)
45:10
crosses (2)
39:2,3
crossing (11)
23:24;24:18;25:14;
27:3,5;37:24;46:3;
53:20;54:23;55:6,9
crush (1)
52:12
CSAH (2)
23:20,21
current (8)
10:6;19:6;32:20,23,
24;33:4,5,9
currently (1)
36:5
customer (1)
22:7
cut (1)
58:9
cutting (1)
39:5
cycled (1)
48:18

D

damage (1)
47:14
dams (2)
34:8;48:23
dandy (1)
51:23
danger (1)
54:6
dangerous (2)
36:10,19
dashed (1)
25:3
data (1)
38:9
date (1)
16:6
day (1)
58:25
DC (1)
48:17
deal (1)
45:22
death (1)
54:18
debate (1)
17:21
Debbie (2)
21:19,24
Debbie's (1)
22:23
decided (1)
24:5
decimated (1)
31:14
decision (9)
5:25;6:22;7:4,7;
9:14;11:7;18:5;21:23;
36:24
decision-makers (1)
17:18
decision-making (1)
17:18
decisions (1)
31:14
deep (1)
34:3
deeply (2)
34:12;46:17
deer (2)
43:17,22
deflections (1)
27:8
deflectors (1)
54:15
DEIS (3)
17:19;27:24;56:9
denied (1)
30:16
Department (8)
4:20;5:7,11;7:5;
10:13;17:10,10;19:1
Department's (1)
57:17
depend (1)
31:4
dependable (3)
48:13,20,21
depending (2)
15:24,25
depth (1)
15:25
describe (3)
5:9;17:15;31:9
describes (1)
18:14
description (1)
11:20
design (6)
25:24;26:3;28:8,22;
29:3;30:22
designated (2)
28:10;39:25
designed (2)
33:8;36:21
designers (1)
28:4
destructive (1)
28:20
detail (3)
9:9;10:14;11:11
determine (1)
9:13
detriment (1)
43:15
devastating (1)
21:25
develop (1)
13:8
developed (5)
12:16;14:24;42:25;
51:7,8
developers (1)
51:9
development (3)
11:20;16:11;40:1
devices (1)
49:22
diameter (2)
15:24;29:2
DIANE (2)
41:17,17
D-I-A-N-E (1)
41:18
died (1)
49:16
diesel (1)
52:2
difference (1)
58:7
different (4)
13:22;14:14;49:21;
56:10
dig (1)
52:8
direct (1)
20:3
direction (1)
46:23
directly (5)
15:1;28:14;32:2,8;
43:8
disagree (2)
19:21;42:17
discharge (1)
31:1
discuss (3)
24:16;25:12;42:12
discussed (1)
18:9
discusses (1)
18:6
discussions (1)
37:16
disformed (1)
34:18
disperses (1)
32:21
disposal (1)
14:8
distance (1)
54:14
distributed (1)
22:9
distribution (2)
22:19,21

District (2)
37:8;38:25
districts (2)
27:19,22
divided (2)
31:18,20
DNR (4)
30:24;36:5,24;37:8
Docket (5)
4:8,9;19:3;58:20,21
document (7)
17:18,22;18:21;
24:21;27:24;58:8,8
documented (1)
37:14
done (2)
31:10;53:2
dots (1)
25:4
double (3)
29:9;36:10;54:4
double-circuit (1)
9:5
double-circuited (1)
11:23
double-poled (1)
53:13
doubling (2)
43:5;46:20
down (6)
12:25;32:17;34:8;
35:20;44:24;51:25
Draft (22)
8:12;10:12,14,20;
17:12,13,14,19,23;
18:3,6,25;19:2,8,12,
14,17;20:4;45:16;
56:12,13;57:18
drains (1)
34:1
draw (1)
33:5
dressing (2)
54:4,19
drive (1)
57:5
driven (1)
25:20
drives (1)
19:5
drop (1)
37:10
dual (3)
22:24;53:16;54:23
due (4)
30:16;31:25;42:10;
58:8
Durant (4)
30:3,6,11,12
D-U-R-A-N-T (1)
30:12
during (2)
29:6;34:4

E

E-002/TL-22-132 (2)
4:9;58:21
earlier (1)
27:1
early (1)
34:14
earth (2)
32:24;33:3
easement (4)
14:25;15:3,7,10
easier (2)
19:2,22
easiest (1)
57:22
eastern (1)
28:18
ecology (2)
24:12;29:11
ecosystem-altering (1)
37:2
edge (3)
26:5,7;28:2
eDocket (1)
7:25
eDockets (2)
56:22;57:5
EERA (7)
7:11,11,20,21;58:3,
4,7
effect (2)
43:12;54:17
effects (9)
30:18,19,20,21;
36:21;43:9;53:23;
54:21;55:7
efficient (1)
45:1
effort (1)
58:25
efforts (1)
40:3
eight (1)
27:23
EIS (24)
10:12,14,16,20;
11:3;17:13,14,23;
18:4,6,25;19:2,8,12,
17,17;20:5;25:7;
36:23;40:18;56:12,
13;57:1,18
either (4)
15:14;28:7;34:18;
50:1
EK (3)
7:16;8:5,6
electric (1)
22:6
electrical (4)
30:23;32:23;37:25;
48:15
electricity (8)
8:22;12:13;49:6,7,
9,15;50:2,3
electromagnetic (2)
32:12,16
elimination (1)
31:22
else (2)
44:14;53:2
email (5)
10:24;16:17,20;
17:4;58:22
emails (1)
17:5
embedded (1)
22:22
encircled (1)
22:3
encourage (5)
6:13;16:23;18:22;
20:14;47:25
end (10)
11:3;12:6,9,20,24;
14:7,7,22;20:9;26:17
endangered (1)
31:4
ends (1)
12:7
energized (1)
16:7
Energy (48)
4:4,21;8:6;9:2,7,16;
11:10,16,17;12:14,15,
16,22;13:7;14:10;
15:1,7;21:17,20;22:3,
10,18;23:4,7,10,14;
27:2,5,9,24;28:3;
32:12,14;36:16;38:6,
7;44:15,22;48:19;
49:1,2;51:7,9,13,21;
53:4;54:3;55:8
Engineering (2)
17:11,24
enhancement (1)
31:2
enjoy (1)
53:8
enormous (1)
55:6
enough (2)
55:14,14
ensure (2)
6:6;10:3
ensuring (1)
8:25
entered (2)
5:17;48:4
entering (2)
27:17;28:10
entire (2)
18:21;44:18
envelope (1)
21:9
environment (5)
29:12;30:19;43:22,
24;53:22
Environmental (14)
6:17;8:12;9:24;
13:25;17:12,15;
20:18,20;33:20;
34:20;38:10;39:7;
42:23;52:14
environmentally (1)
52:15
EPA (2)
40:20;41:7
equipment (2)
36:14,18
era (1)
38:5
Erosion (1)
30:25
escapable (1)
26:10
especially (2)
29:25;52:16
establish (1)
17:2
evaluating (1)
38:5
even (5)
32:4;48:23;50:3;
51:19;54:18
evening (1)
59:5
event (1)
32:23
events (2)
33:14;36:17
everyone (2)
11:14;47:6
exacerbated (1)
34:8
example (1)
27:8
except (1)
27:19
exception (2)
7:25;11:5
excess (1)
55:8
excessive (1)
37:4
Executive (6)
24:20;25:20,21;
28:13;40:20;41:9
exhibit (2)
21:12;56:2
exhibits (7)
7:10,10,13,19,20;
30:8,10
existing (3)
12:7;38:1;55:3
expanding (1)
22:19
expect (1)
52:8
experience (2)
42:19;51:12
explained (1)
8:9
explode (1)
52:3
exposes (1)
32:13
exposures (1)
26:12
extend (1)
23:20
extent (2)
6:8;34:5
extra (2)
34:19;53:20
extreme (1)
34:5

F

FAA's (1)
54:22
face (1)
45:17
Facilities (1)
8:7
facility (1)
9:17
fact (1)
6:2
fact-based (1)
6:24
factor (1)
51:24
factors (1)
30:17
Fairhaven (1)
47:13
fairly (1)
6:7
fall (2)
16:7;29:6
family (6)
22:25;42:10,16,21;
43:17;44:1
far (3)
7:14;40:9;52:12
farm (3)
23:25;49:5,8
fault (1)
20:5
fauna (5)
30:21;32:13;33:18;
36:20;38:11
February (2)
6:5;11:5
federal (2)
9:20;13:10
feel (1)
45:8
feet (25)

15:13,14,24,25; 23:6,8,12,16;25:6; 26:14,22;27:4,11,11, 18;28:2,6,10,25;38:2; 53:7;54:11,15;55:2,8
few (1) 44:25
fiberglass (1) 52:10
field (2) 32:13,16
fields (1) 51:15
fight (2) 33:5;45:16
file (1) 57:12
filed (6) 7:9;10:8;12:22; 37:7,14;56:21
filled (1) 32:5
filtration (1) 31:24
final (6) 5:25;6:21;7:7;11:2; 19:17;56:13
finally (2) 5:12;52:7
financial (1) 18:12
find (3) 19:8;22:11;57:18
findings (1) 6:2
fine (2) 51:23;56:1
firmly (2) 42:18;46:23
first (9) 5:21;9:13;21:2; 22:3;39:14;42:21; 44:6;49:17;50:20
firsthand (1) 42:22
Fish (40) 22:14,17;23:15; 24:3,8,8,9;26:5,14,21; 28:6,24;29:10,11,18; 30:13,16;31:7,13,16, 23;32:2,8;33:21,22; 34:1,2,4,10,11,13,21, 24;35:6,17;37:22; 38:23;42:14;46:15; 54:20
fit (1) 56:24
five (3) 8:21;20:8;34:3
flash (1) 19:4
flat (2) 43:19,20
flight (1) 55:10
flood (4) 24:11,12;31:1,25
flooding (2) 34:9,15
floor (1) 5:19
flora (5) 30:21;32:13;33:18; 36:20;38:10
flow/flooding (1) 34:7
flowing (2) 35:4;39:9
flying (1) 54:12
focus (1) 44:21
folks (4) 10:17;19:22,24; 59:7
follow (1) 19:13
following (1) 46:23
follows (1) 12:1
food (3) 49:21;50:5,7
foot (2) 36:13,13
forever (1) 55:14
forks (1) 29:4
form (1) 6:13
forms (1) 10:24
forth (1) 6:18
forward (6) 14:19;29:15;30:4; 41:15;47:5;48:1
found (2) 6:19;33:19
foundations (2) 15:23,23
four (4) 23:12;25:6;27:7; 53:13
fowl (2) 54:5,13
foxes (1) 43:22
freeway (1) 32:8
freeways (1) 25:22
frequently (1) 32:22
friend (1) 51:14
friendly (1) 52:15
friends (2) 43:18;51:12
frogs (1) 34:18
front (4) 22:24;23:8;43:15; 46:21
full (2) 38:6;41:22
fully (1) 40:14
funding (1) 34:22
further (1) 34:8

G

Garvin (1) 12:25
gas (3) 8:22;50:1,2
gathered (1) 6:7
general (1) 46:25
generally (1) 18:10
Generating (1) 12:8
generation (7) 22:6,9;48:13,19,23; 49:23;50:9
generator (1) 49:14
generators (6) 51:2,22,23,25;52:2, 2
geographic (3) 18:13,15,19
geographically (1) 45:23
geotechnical (1) 15:18
gestures (1) 5:3
Given (1) 24:15
gives (1) 14:23
giving (2) 26:8;29:25
goes (3) 21:7;32:20;40:10
Good (6) 4:1;11:13;13:21; 16:13;20:1;30:1
Gotham (1) 23:2
gothic (2) 23:1;53:10
government (3) 4:18;8:17;13:10
governor (1) 8:22
grab (1) 57:5
grain (1) 43:7
grand (1) 55:2
granted (2) 7:1;20:22
grants (1) 9:21
great (5) 10:13;13:20;30:7; 38:3;55:5
greater (1) 9:8
greatly (1) 35:2
green (1) 44:21
grew (2) 42:20;49:6
grid (1) 22:7
ground (11) 26:9;32:14,20;33:9; 36:15,19;52:9;53:18; 54:10,11;55:1
grounding (3) 23:11;32:17;54:16
groundwater (3) 31:1;37:4,9
grow (1) 49:25
growth (2) 39:24,25
Grunwald (1) 23:23
guys (2) 51:4;55:24

H

habitat (2) 31:3;32:14
hailed (1) 40:19
HALEY (1) 7:15
half (2) 45:24;47:16
hand (1) 5:19
handling (1) 53:20
handout (2) 52:25;53:1
handouts (1) 24:19
happen (2) 19:18;44:15
happened (1) 16:3
happens (3) 32:21;34:5,11
happy (1) 41:25
harmful (1) 32:14
Hasty (2) 23:21;24:2
head (2) 5:4;24:4
health (3) 9:19;30:18;43:9
hear (2) 5:10;30:1
hearing (6) 4:2;5:16,23;10:14; 11:18;59:5
Hearings (6) 4:16,17;5:6;10:16, 22;11:2
heaven (1) 49:16
heavy (1) 34:15
height (7) 23:16;27:2;28:25; 32:18;53:3;54:14; 55:8
heights (1) 55:2
held (2) 10:9;59:6
Hello (3) 17:9;41:17;42:7
Here's (1) 45:16
hey (1) 45:15
Hi (1) 47:9
hiding (1) 27:12
high (20) 22:4,22;24:3;26:9, 25;29:9,12;33:7,10, 11;34:5;37:23;39:24; 40:4,21;42:24;53:14, 21;54:6;55:3
higher (1) 33:11
highlight (1) 53:9
highly (1) 33:15
Highway (3) 31:19;35:20,21
history (1) 44:11
hits (1)

32:19
hitting (1)
33:3
holding (1)
10:15
holes (1)
52:8
hollow (2)
29:1;52:1
home (3)
19:5;42:11;49:4
Homeowners (1)
37:7
homes (2)
40:8;45:11
homesteads (1)
55:13
Honor (7)
7:15,16,17;11:14;17:6;21:16;51:5
horizontal (2)
24:25;26:15
hours (1)
16:23
house (10)
23:7;43:24;46:19,21,22;47:17;49:12,13,14,17
houses (2)
45:7,9
human (4)
9:19;17:15;20:19;32:13
humans (3)
36:17,20;38:10
hundred (1)
25:6
hunt (4)
43:18,25,25;46:4
hunting (1)
43:17
HVTL (5)
23:8,13;27:2,6,6
HVTLs (1)
23:11

I

I-94 (8)
23:13;29:5;31:21;32:3,5;34:6;54:24;55:10
idea (1)
12:5
identified (4)
10:5;18:4;35:3,22
identifies (1)
10:2
identifying (1)
13:11
ignites (1)
32:20
ignore (1)
40:20
immediate (1)
54:6
immediately (1)
33:23
Impact (12)
6:17;8:12;9:24;13:25;17:12;20:19,21;25:8;33:18;40:3;53:23;55:11
impactful (2)
13:11;14:21
impacting (2)
40:11;55:7
impacts (16)
10:5;13:18;14:17;15:5;17:16;18:11,12;20:20;33:21;34:12,20;37:21;38:10;39:7;40:15;42:23
impaired (3)
33:24;35:5,12
implementation (1)
28:20
important (2)
5:1;14:20
importantly (1)
5:13
improve (1)
8:24
Inadequate (1)
37:12
include (6)
22:17;30:25;34:23;35:19;55:10;58:20
included (9)
20:24;22:14;23:4;24:13,18,19;28:1;35:24;54:21
includes (3)
7:4;23:11;24:7
including (6)
5:6;6:7;10:4;18:7;21:22;30:20
Incoming (1)
27:15
increased (1)
35:15
increases (2)
30:23;37:25
independent (1)
4:17
indicate (1)
35:9
indication (1)
5:16
individual (3)
13:9;15:1;58:10
individually (1)
56:24
individuals (3)
17:22;50:19;55:21
inflict (1)
21:25
information (25)
6:7,23;8:2,10;9:23,24;10:9,19,25;14:8,23;16:13;18:2;19:15,15;24:15;25:11;29:25;33:23;41:25;55:24;57:8;58:1,19;59:7
initiated (1)
35:6
injure (1)
36:17
injury (1)
54:18
in-person (2)
10:21;59:9
input (1)
7:4
insecurity (1)
30:23
in-service (1)
16:5
inside (1)
51:25
installed (1)
52:3
installing (1)
51:15
instead (2)
23:6;53:9
instructions (1)
19:13
insufficient (1)
38:9
intending (1)
53:8
intense (1)
29:5
interactive (1)
16:14
interest (1)
37:18
interested (4)
7:6;18:20;20:15;41:12
Interstate (1)
12:2
into (16)
6:12;7:10,19;15:5;16:14;18:15;19:6,17;26:11;32:24;34:4,24;39:9;45:2;48:4;58:9
introduced (2)
21:24;22:8
introduction (1)
37:1
intrusion (1)
26:11
intrusions (1)
26:24
invasive (1)
37:2
investigations (1)
15:18
involved (1)
51:14
involves (1)
18:23
issue (5)
8:18;9:12;10:2;11:4;20:16
issued (3)
6:4;10:12;11:3
issues (3)
18:4;20:6,25

J

Janet (2)
19:25;20:3
January (5)
10:8;11:3;13:15;19:18;56:13
JENSEN (2)
41:17,18
J-E-N-S-E-N (1)
41:18
Jimmy (1)
24:19
job (2)
13:20;20:1
joint (2)
8:10;10:16
JUDGE (34)
4:1,15;5:22;7:18,23;8:5,9;9:25;11:2,4;17:1;20:11;21:6,8,11;26:18;29:22;30:1,7;38:13;41:2,4,11;42:4;47:2,21;48:8;50:17;52:21;55:16;56:1;57:16;58:6,13
Judge's (1)
11:6
juncture (1)
40:19
June (1)
25:17
jurisdiction (1)
25:16

K

Kandiyohi (1)
4:5
Karen (6)
30:3,6,11,11;38:22;40:14
K-A-R-E-N (1)
30:12
KARG (3)
47:9,10,22
K-A-R-G (1)
47:11
kept (1)
49:19
kilovolt (4)
9:5;11:23;15:12;43:9
kind (4)
31:9;34:19;47:6;58:10
known (2)
9:7;19:20
kV (7)
22:4,22;24:3;29:9;36:10;54:19;55:3

L

lack (1)
28:16
lady (1)
45:12
Lake (31)
24:9;29:11;30:13;31:13,16,23;32:2,8;33:21,22,24;34:1,4,10,13,21,25;35:2,2,6;37:5,6,6,9,10;42:14;45:25;46:3,7,16,18
lakes (2)
35:3;36:25
land (9)
15:5,9;23:25;27:19,22;43:19;49:25;50:8,9
landowner (2)
15:2,9
landowners (2)
13:9;41:20
Lands (2)
24:18;25:14
landscape (1)
55:13
Langan (5)
11:10,12,15;46:10;51:5
language (2)
15:3,4
large (4)
14:13,20;29:3;34:15
largely (1)
51:9
last (4)
13:15;14:11,14;55:19
lastly (1)
20:24
late (1)
34:14
Law (4)
4:15;5:22;6:3;9:25
laws (1)
6:18
lawsuit (1)
37:14

lead (2)
11:16;22:2
least (3)
12:19;13:11;14:21
leave (1)
16:20
leaving (1)
28:8
legislature (1)
25:19
length (2)
12:6,18
less (2)
33:13;46:16
letters (3)
17:5;39:15;45:14
letting (1)
22:16
level (1)
35:11
levels (1)
37:10
LEVI (10)
7:17;17:8;41:3,6,10;56:12,18,21;57:11;58:2
libraries (1)
19:9
life (1)
43:1
lifecycle (1)
52:7
light (1)
55:9
lighting (2)
54:22;55:11
limbs (2)
34:18,19
limit (1)
20:8
limitations (1)
58:9
limited (2)
6:10;19:4
line (36)
9:6;11:23;12:1,14,18;15:12;24:4;25:2,3,4,5;33:1,2,10,12;36:4;39:13,18;40:9;42:13;43:3,4,4,7,9;44:7;45:11,24,25;46:11;47:12,14,18;53:14,21;55:4
lines (24)
22:4,10,23;23:5,6,8,9,10,13;26:11;27:6;32:15;33:4,7;36:11;37:24;38:1;40:5,22;42:20,25;44:2;45:6;54:7
linked (1)
32:2
list (1)
16:25
listed (3)
30:17;33:24;34:2
listen (1)
59:1
lists (2)
41:24;57:23
liter (1)
35:11
Litigation (1)
37:10
little (5)
9:8;11:19;31:6;50:1,4
live (7)
18:19;31:4;42:14;45:23,24;46:14;50:4
lived (1)
35:18
livelihood (1)
43:13
lives (1)
8:24
living (1)
42:19
load (3)
33:11,12;57:14
local (5)
13:10;23:19;25:16;51:18,21
locate (1)
56:16
located (1)
4:12
locating (1)
23:6
location (1)
45:23
locations (2)
10:11;14:15
Locke (1)
35:2
longer (3)
21:5;43:25;50:4
longstanding (1)
37:13
look (8)
23:1;26:15,19;27:13;40:7;45:2;57:1,25
looking (2)
53:9;56:15
looks (2)
11:24;52:22
lose (2)
43:23,24
losing (1)
44:23
loss (1)
43:21
lost (1)
44:9
lot (12)
13:8;14:8;16:13;19:22;25:23;42:25;48:19,25;49:1,19;50:8;52:8
loudly (1)
5:2
love (1)
45:20
low (1)
22:21
lower (1)
33:12
Lyon (3)
4:6;9:6;12:25

M

ma'am (2)
38:17;57:19
mail (3)
10:24;45:14;58:23
mainly (1)
49:24
maintain (3)
13:5;15:8,15
major (1)
34:10
makes (1)
53:14
making (4)
5:25;9:14;41:12;58:25
managed (1)
22:13
management (1)
24:12
manages (1)
8:16
man-made (1)
31:14
manner (1)
6:24
manufactured (4)
51:3,4,10;52:17
many (4)
10:10;24:22;37:3;45:9
map (7)
14:2;16:14;56:16,16;57:9,9,9
maps (4)
56:17,23;57:3,12
March (1)
11:8
mark (2)
5:16;30:8
marked (4)
5:20;21:11;30:9;56:2
Marshall (1)
12:11
MARVIN (4)
48:7,9,10;55:23
M-A-R-V-I-N (1)
48:10
material (1)
45:10
Matt (8)
11:10,12,15;17:8;29:24,25;46:10;51:5
Matter (3)
4:3,21;32:18
may (5)
5:7;8:1;10:2;51:19,23
maybe (2)
27:11;44:17
mean (3)
39:10;48:22;57:2
meaning (2)
16:6;35:13
means (1)
15:13
measures (1)
17:16
Medicine (1)
4:6
Meeker (1)
4:5
meet (1)
26:11
meeting (7)
7:8;8:10;20:10;21:20;44:5;59:2,8
meetings (6)
10:9,10,16,21;11:1;59:9
megabytes (1)
56:22
melt (1)
34:16
member (1)
38:23
members (3)
6:9;16:19;20:12
mentioned (6)
15:11;27:1;28:13;40:23;41:20;43:10
merits (1)
8:13
mesh (1)
36:13
methods (1)
10:4
micrograms (1)
35:11
middle (1)
42:11
might (1)
51:19
mile (7)
9:5;26:8;28:18;29:15;45:24;46:16;54:8
miles (4)
12:6,10;23:20;39:4
mind (1)
45:15
mine (2)
22:23;37:13
minimize (3)
10:5;25:8;34:9
minimum (3)
23:16;27:3;53:13
Minnesota (44)
4:4,7,13,19,20;6:19,20;8:7,15,23;9:7;11:16;12:9,10,11,17,25,25;17:10;21:20;22:1,2,3,11,18,20;23:4,14;24:2,16;25:12,18;27:2,5,9,24;28:3;35:13;37:1,3;44:9;49:5;54:3;55:8
Minnesotans (3)
8:24;22:9;37:15
Minnesota's (1)
37:13
minor (1)
29:17
minutes (1)
20:9
missing (4)
19:14;27:15;34:18;57:24
mission (1)
8:24
Mississippi (24)
24:9,11;26:6,7;28:1;30:15;31:12,15,24;32:7;34:1,3,9,11,16;35:4,7,10,19;37:21;39:5,9;53:7,23
mitigated (1)
20:21
mitigation (2)
17:16;18:10
mnenergyconnectioncom (1)
16:12
modification (1)
29:17
modifications (1)
20:23
modified (5)
14:11,12,19;39:11;40:8
moisture (1)
32:22
mom (1)
49:19
moment (2)
4:23;58:18
month (1)
14:11
months (2)
25:17;29:7
Monticello (5)
4:11,12;22:15;35:21;42:20

more (10)
11:11;29:5,12;
32:21;34:5;45:1,3,21;
57:4,4
most (6)
5:12;17:23;38:3;
40:8;44:16,17
move (3)
16:23;18:14;33:11
moved (1)
14:19
moving (1)
38:7
MPUC (1)
58:20
much (9)
29:12;32:4;33:16;
37:8,19;38:13;44:20;
50:1;57:4
multiple (2)
31:13;43:5
must (7)
9:11,11,13,22;
25:19;29:13;53:19
mute (1)
47:7
myself (2)
16:19;42:11

N

name (16)
4:14;8:6;11:15;
14:6;20:3;21:14;
22:10;30:4,11;38:18,
19,20;41:15;42:7;
48:10;50:23
named (1)
14:11
names (1)
5:20
narrow (1)
46:5
NATHAN (7)
42:7,8;46:14;50:22,
25,25;51:11
N-A-T-H-A-N (1)
42:8
nation (1)
44:18
natural (4)
8:22;24:10;30:19,
22
nature (2)
57:13,14
near (5)
37:4,9;43:24;46:12,
15
nearby (1)
55:13
necessarily (1)
19:23
necessary (1)
22:12
need (12)
6:16;8:18;9:4,12,
22;11:7;15:19;17:3,
25;20:17;25:19;38:2
needed (1)
9:14
needs (1)
19:15
Negative (9)
30:18,19,21;36:21;
37:21;53:23;54:17,
21;55:7
negatively (1)
55:12
negotiate (1)
15:1
neighbor (1)
59:8
neighborhood (1)
40:12
neighbors (3)
42:9,16;45:7
neutral (1)
6:23
new (9)
9:4;12:15;15:8;
37:11;44:21;45:4;
53:22;54:2;55:21
next (8)
10:6;12:8;15:22;
30:3;37:24;40:5;
53:12;54:2
night (1)
55:12
noise (3)
29:4,5,12
nonferrous (1)
37:13
north (4)
18:14;23:25;26:5;
54:8
Northeastern (1)
37:15
northern (3)
28:19;49:10;54:20
northwest (4)
23:15,23;47:13;
54:24
note (2)
34:21;46:24
noted (1)
30:24
notice (6)
19:13;23:3;41:19;
42:2;45:13;59:10
noticed (1)
34:17
notices (1)
41:23
notification (1)
25:2
notifications (1)
43:5
notified (1)
45:14
November (3)
10:23;37:5;58:17
Nowhere (1)
44:11
nuclear (1)
48:23
Number (15)
4:8,9;13:21;14:3;
16:17;19:4;27:7,23;
29:9;40:20;41:7;
45:10;53:3;58:20,21

O

OAH (2)
4:8;58:21
occurring (1)
39:8
October (3)
4:10;10:13;12:21
off (1)
54:5
offered (2)
7:13;13:21
Office (2)
4:15,16
offset (1)
25:6
often (2)
19:21,21
oil-filled (1)
52:2
old (2)
35:23;41:24
Once (4)
14:23;20:2;31:19;
32:9
one (25)
5:1,6,18;11:22;
16:19;19:23,25;23:5;
24:25;25:6;29:19;
33:5;39:21;40:16,18;
41:14;44:16;46:10,
22;50:6;52:14;55:25;
57:12;58:8,18
one-inch (1)
36:12
ones (1)
46:21
one's (1)
23:22
ongoing (1)
37:15
online (1)
10:24
only (13)
5:1;6:12;12:2;
27:11;31:11;33:2;
48:2,4;49:11;52:11;
55:25;56:22;57:23
ONNEN (4)
48:7,9,10;55:23
O-N-N-E-N (1)
48:11
onto (1)
56:24
open (2)
5:19;26:12
operate (2)
13:5;15:15
operation (1)
10:4
opportunity (2)
10:17;21:17
opposed (2)
19:3;48:12
option (7)
23:5,21,24;24:1,1,
5;44:4
order (11)
17:2;24:20;25:20,
21;27:4;28:13;29:13;
32:21;40:20;41:7,9
orderly (2)
39:23;40:2
originally (2)
14:17;31:11
others (9)
5:18;38:16;39:12;
40:17;41:12;42:1;
47:3,23;55:17
otherwise (3)
18:20;46:9;51:20
out (13)
10:8;13:15;16:24;
25:24;46:5,6;47:7;
49:17;50:5;51:15;
53:4;56:13;58:25
outreach (1)
13:9
outside (1)
44:2
over (14)
5:23;11:10;17:4,7;
27:10;28:18;31:13;
38:1;42:23;45:7;
46:19;52:9;54:8;56:9
overall (3)
8:16;10:18;48:12
overgrown (1)
28:15
own (1)
35:7
Owners (2)
33:22;35:6
ownership (3)
15:9;41:21,22
Oxbow (4)
24:10;31:12;53:7;
54:6
Oxbow's (1)
28:2

P

page (5)
19:3;53:2;56:20;
57:1,25
pages (2)
19:1;57:24
paid (1)
24:23
panels (3)
44:22;51:2;52:16
parallel (4)
24:2;33:8;36:10,11
paralleled (1)
53:3
paralleling (3)
23:5,21,22
Pardon (1)
21:13
parents' (1)
42:22
part (9)
4:18,25;13:14;14:5;
18:3;25:19;26:6;40:1;
52:14
partial (1)
41:21
participate (1)
59:8
participating (1)
13:20
participation (1)
59:3
particular (1)
40:19
particularly (1)
20:15
parties (2)
7:6,9
parts (1)
51:16
past (1)
36:25
pasture (1)
23:25
path (3)
22:5;35:25;46:6
pathway (1)
36:3
People (5)
10:23;17:24;19:21;
45:13;49:2
per (1)
35:11
percent (1)
31:3
performed (1)
15:19
perhaps (2)
5:12;47:7
perimeter (1)
28:19

period (6)
10:22;11:5;19:16;
21:23;33:15;34:17
Permit (15)
4:3;6:1,4,15;7:8;
9:4,12;10:2;18:1;
20:17,22;21:18;
22:14,16;24:7
permits (2)
8:19;11:8
permitted (1)
37:8
permitting (4)
11:16;30:15;37:4,
11
person (2)
5:1;45:19
personal (1)
42:19
persons (1)
5:20
phase (3)
21:21;54:10,25
phone (1)
16:21
phones (1)
47:7
phosphorous (1)
35:9
photo (1)
11:24
photos (1)
31:7
physically (1)
26:22
pick (1)
16:21
picture (8)
24:13,24;26:15,16,
17,20;27:25;54:24
piece (1)
58:10
pieces (1)
58:10
pink (1)
14:3
PITTS (1)
7:15
place (7)
42:22;43:2;44:6,7;
46:8;48:3;52:9
placed (1)
23:8
placement (4)
27:10;28:9;53:12;
54:22
placements (1)
28:7
placing (1)
28:5
plain (1)
24:11
plan (1)
55:10
Planner (1)
8:7
planners (1)
24:5
Plant (5)
12:9;36:12;44:13,
23;50:11
plants (1)
50:3
please (10)
16:24;19:13;20:8;
30:5;38:18;41:16;
47:5;48:1,8;50:24
pleasing (1)
45:21
plug (1)
19:6
plumbing (1)
32:2
pm (3)
4:10;58:17;59:13
podium (1)
11:12
point (6)
12:9;13:2;14:7,7;
32:19;44:25
points (6)
12:7,7,20,24;14:22;
26:25
pole (2)
45:20,22
poled (2)
22:24;53:17
poles (7)
29:2;32:10,12;36:1;
38:1;43:21;51:18
policies (1)
9:19
policy (1)
25:16
portion (3)
31:22;42:15;46:3
portions (3)
7:25;31:18,20
positioned (1)
54:15
possible (3)
6:9;13:12;36:20
Postal (1)
58:22
potential (4)
17:15,16;36:15,19
poured (1)
43:1
power (17)
39:18;40:4,22;
42:13,20,25;43:21;
44:8,9,19;45:4,24;
48:17;49:10,15;
50:11,13
powered (1)
49:10
PowerPoint (1)
57:17
practice (1)
40:21
preceding (1)
45:12
preference (1)
19:10
preferred (5)
14:7,12,15,20;
22:13
prefiled (1)
7:23
prepare (2)
6:2;17:24
prepared (1)
17:12
pre-route (3)
21:22;23:17;29:20
presence (1)
26:13
presentation (2)
8:4;29:21
presented (3)
6:23;10:19;26:13
preside (1)
5:23
President (2)
24:19;25:21
pretty (3)
16:22;33:16;42:15
previous (1)
43:10
primary (1)
58:6
printed (1)
19:8
prior (2)
25:17;59:2
problematic (1)
37:3
Proceeding (1)
59:13
process (13)
8:17;11:1;14:5,25;
15:17,22;16:4,24;
21:22;23:17;36:14;
39:13,14
produce (2)
50:2,3
production (1)
38:8
products (1)
51:4
professional (1)
33:14
Project (55)
4:4;8:11,14;9:7,9,
10,14;10:18;11:11,17,
19,20,22;12:5,6,12,
20,24;13:20,23;14:2,
4,9,22,24;15:16,20;
16:6,11,15,18,19;
17:17,19,20,21;18:6,
8,15;19:11;20:6,18,
20;22:1,8,11,12,18,
20;25:18;28:5;47:14;
51:8;53:5,6
project-related (1)
20:25
projects (2)
8:19;14:4
proper (4)
10:3;36:23;41:19;
42:1
properties (2)
31:25;45:6
property (13)
15:3,4,6;33:22;
35:6;36:17;41:21,24;
43:13,13,14;47:12,15
proposal (2)
10:18;42:13
propose (1)
12:19
proposed (15)
8:11,13;9:17;13:7;
14:13,15,18;16:16;
18:6,15;20:17;23:7;
29:8;39:14;43:8
proposing (2)
12:18;13:3
protection (5)
23:11;24:20;37:12;
54:11;55:1
provide (8)
8:10;10:17,23;
11:11;14:6;19:12;
43:17;58:15
provided (4)
13:18;18:2;23:18;
59:10
provides (1)
15:7
providing (1)
9:8
proximities (1)
45:11
proximity (2)
33:2,8
public (26)
4:2,19;5:6,13,24;
6:8,9;7:24;8:7,15,20;
9:11;10:9,16;13:9,15;
18:25;19:9,16,23;
20:12;21:20;23:18;
30:18;48:3;59:5
published (1)
25:17
PUC (11)
4:9;7:10,11,20,20;
19:3;22:16;57:23;
58:5,8,11
pull (1)
58:18
purple (22)
13:2,13;15:20;24:6;
27:9;28:3,14;30:14;
33:9;35:16,24;36:6,
22;37:19;38:9;39:2,
22;42:13;46:13,15;
47:12,13
purpose (3)
6:22;12:12;17:14
purposes (1)
8:9
push (1)
34:4
pushback (2)
34:7,15
pushing (1)
36:1
put (13)
19:22;25:22;26:10;
32:9,25;36:1;43:15,
20;44:7;45:15;46:21;
52:17;57:17
putting (4)
33:4;37:23;39:18;
40:21

Q

quality (2)
30:20;31:2
quantify (1)
32:4
quick (1)
19:19
quickly (1)
16:22
quintessential (1)
24:10
quite (1)
44:21

R

R0W (1)
28:3
rabbits (1)
43:22
radical (1)
36:16
railroad (7)
27:10;28:15;31:17;
53:11,15;54:5,9
rains (1)
34:16
raise (2)
5:19;16:1
Ramsey (1)
37:7
rare (2)
30:21;31:3
rates (1)
9:1
rather (1)
50:1

Raymond (2)
49:5,9
REA (2)
49:8,15
reach (1)
16:24
read (8)
18:18,21,22;21:4,10;33:23;57:23;58:3
real (2)
34:20;47:16
realignment (1)
32:6
realize (2)
49:2;56:10
really (6)
13:20;27:12;31:11;48:2;50:6;52:15
reason (2)
14:12;24:21
reasonable (4)
9:1,16;18:15;19:20
receive (2)
34:22;45:13
received (6)
7:19,22;9:23;23:3;43:5;45:14
recently (2)
10:12;41:23
recharge (1)
31:1
recommendation (3)
6:25;7:3;40:25
recommendations (1)
6:3
record (11)
4:24,25;5:24;6:11,12;7:4,10,19;10:1;17:3;48:4
recreational (7)
27:18,21;35:20;36:3;53:8,9,25
recreationalists (1)
35:17
reduce (1)
13:17
reduced (1)
14:17
Redwood (1)
4:6
refer (1)
14:18
reference (4)
22:12;42:14;44:12;57:9
referenced (1)
56:15
referencing (1)
27:23
referred (1)
13:1
regard (3)
27:17;28:11;35:15
regarding (4)
21:20;28:9;33:20;37:20
regards (3)
26:1,3;28:23
region (3)
18:13,19;19:9
regions (1)
18:13
register (2)
5:17,20
regret (1)
36:8
regulate (1)
8:22
regulations (2)
9:20;52:17
regulatory (1)
21:22
reiterate (1)
38:22
relevant (2)
6:7;57:25
reliability (1)
9:15
reliable (3)
8:25;44:13;47:17
rely (1)
49:25
remains (1)
36:16
remember (1)
49:4
reminder (4)
19:19;47:6;58:16;59:4
removal (1)
36:8
removed (3)
31:18,20;32:9
Removing (3)
28:17;31:24;32:11
renewable (2)
12:13,16
Renville (1)
4:6
repeat (1)
55:21
replace (1)
12:12
replaced (1)
43:14
replacing (3)
44:14;51:17,21
report (9)
6:2,4,15,21,22;7:2;9:25;11:4,6
reporter (3)
4:24;20:3;50:24
representing (1)
42:9
request (2)
6:1,25
require (2)
23:14;28:20
required (3)
12:19;15:15;54:22
requirements (2)
20:24;37:11
residence (1)
46:12
resident (1)
30:13
residential (2)
40:6,12
residents (4)
29:11;34:17;40:4,12
resistance (1)
33:13
resources (2)
30:20,22
respective (1)
35:4
restate (1)
50:23
Restoration (1)
37:6
restore (1)
16:2
resulted (2)
31:21;37:11
resulting (2)
34:10;54:18
results (1)
35:9
retain (1)
40:4
retains (1)
15:9
retiring (2)
12:13;44:23
reverse (1)
40:24
review (8)
6:10;8:16;10:7;13:14;14:5;18:24;19:2,7
revise (1)
19:17
Rice (1)
45:25
ridge (1)
26:24
right (42)
4:22;5:9;11:25;15:2,10,12;18:13;20:11;21:1;25:5,8;26:16;27:9;30:9;36:2;37:24;38:14,17;40:5;41:11,14,14;42:4,6;44:21;47:3,16,21;48:13;50:11,17,21;52:21;53:16;55:16,19,22;56:3,5;58:12,13,15
rim (1)
23:16
rise (3)
36:15,19;53:20
river (8)
27:19;34:11;38:4;39:2,4,5,8,9
rivers (2)
27:21;37:1
Riverway (5)
24:9;28:1;53:24,24;55:5
Riverway's (1)
24:12
Road (3)
42:15;43:16;46:15
role (4)
4:24;5:10,22;6:6
Ron (19)
21:3,4,7,10,13,14;26:19;29:23;39:12;40:14,16;52:24;56:6,6,14,20;57:7,15,19
R-O-N (1)
21:14
room (1)
10:10
ROSE (8)
38:20,20,21;41:8;57:20,20;58:4,12
R-O-S-E (1)
38:21
Route (74)
4:3;6:1,3,15;7:8;8:18;9:4,12,19;10:2,3;11:7;13:1,2,13,13,16,22;14:4,7,11,12,13,16,16,19,20,21,23;15:21;18:1;20:16,21,22;21:18;22:13,14,15,16;23:5,22,24;24:6,7;26:3;27:9;28:3,4,7;29:8,17;30:14;33:9;35:16,24,25;36:6,7,9,9,22;37:18;38:9;39:2,12,22;40:7,8,9;42:13,23;46:13,15;47:18
routed (2)
12:15;42:18
routes (15)
12:19,23;13:3,3,6,6,8,12,16;14:2,3,15;23:18,19;29:15
route's (1)
28:14
routing (1)
27:8
ROW (2)
28:14;53:5
rule (5)
6:18,20;24:17;25:12;37:14
rules (2)
6:18;9:19
run (1)
33:8
running (6)
33:10,12;35:24;36:11;43:3;50:5
runs (2)
28:14;35:25
rural (4)
21:25;22:3,8;55:13
rushing (1)
33:16
rusty (2)
45:20,21

S

safe (2)
8:25;10:3
safely (1)
15:15
safety (3)
30:19;55:11,11
salt (1)
43:7
same (4)
10:10,11;33:1,2
sandwiched (1)
43:8
sauce (1)
49:21
savings (1)
43:1
saw (1)
39:11
saying (1)
46:25
scenario (1)
36:21
scenic (8)
26:11,24;27:18,21;35:23;38:4;53:23,24
Schabel (18)
21:3,4,7,10,13,14;26:19;29:23;52:22,24;56:6,7,14,20;57:7,15,16,19
S-C-H-A-B-E-L (1)
21:15
schedule (4)
10:7,15;11:9;16:3
school (1)
42:24
scoping (2)
18:1,5
SCOTT (4)
7:16;8:5,6;29:24
screen (1)
11:25
second (1)
32:25
secret (1)
8:1

section (1)
39:3
Sections (1)
35:23
security (2)
22:10;37:25
seek (1)
8:12
segment (3)
13:23;14:4;23:24
segmented (1)
29:16
segments (2)
13:16;14:16
selected (1)
20:23
selection (1)
23:17
self-explanatory (1)
28:22
send (1)
58:22
sensitivity (1)
35:15
separate (1)
7:8
Service (1)
58:23
services (2)
8:23;9:1
set (5)
6:17;18:11;40:9;
43:6;44:5
seven (2)
14:14;15:23
several (2)
18:24;30:17
Shaddix's (1)
4:24
shaking (1)
5:3
shape (1)
39:9
share (4)
11:21;16:9;25:5;
59:1
sharing (1)
25:8
sheet (2)
5:17;38:16
sheets (1)
5:20
shelves (3)
49:18,19,20
Sherburne (2)
4:4;9:6
Sherco (5)
12:8,8;36:12;44:10,
23
Sherco's (2)
38:7;44:12
shift (1)
53:18
ship (1)
52:18
shockingly (1)
55:6
shorter (1)
52:8
shortly (1)
25:22
shoulders (1)
35:22
show (1)
51:20
showed (1)
28:1
shown (1)
14:2
shows (1)
10:6
shutting (1)
44:24
side (6)
15:14;34:21;46:1,2,
24;54:24
sides (1)
12:2
sieve (2)
51:25;54:24
signed (1)
5:17
significantly (1)
35:10
sign-in (1)
38:16
Silver (1)
39:19
similar (3)
11:24;12:1;53:3
simply (1)
5:18
single (1)
45:19
sit (1)
33:17
site (3)
16:2;36:16;39:8
sitting (1)
37:13
situation (1)
36:10
size (4)
8:19;9:10;15:16;
54:22
sizing (1)
58:9
sketches (1)
31:8
skies (1)
55:12
slide (2)
10:6;16:9
slopes (2)
26:2,4
snow (1)
34:16
snowmobile (1)
35:25
society (1)
9:18
Soil (2)
35:8;39:16
soils (1)
15:25
solar (14)
44:22;45:4;48:12,
16,22;49:22,24;50:8,
10,13;51:2,15,22;
52:16
solution (1)
52:11
someone (1)
44:12
somewhere (1)
48:17
sound (1)
51:23
source (1)
44:8
sourced (1)
51:18
sources (4)
12:14,15,16;38:6
south (6)
12:11;18:14;23:20;
26:5,20;54:8
southern (1)
12:10
Southwestern (1)
44:9
spaced (1)
54:11
spacing (2)
54:10,25
speak (8)
5:1,2,15;20:2;44:6;
47:10;52:23;55:17
speaker (1)
19:25
speakers (4)
5:2;20:1;38:15;
43:10
speaking (1)
19:23
species (3)
31:3,4;37:2
specific (4)
15:4;16:18;33:15;
56:17
specifically (2)
31:2;57:8
spell (4)
20:2;30:4;38:18;
41:15
spelled (1)
38:21
spoke (1)
52:1
spot (1)
43:25
spring (1)
29:6
squirrels (1)
43:23
St (2)
22:15;35:20
stable (1)
48:14
staff (1)
5:12
stand (2)
42:18;46:23
Standard (2)
24:17;25:13
start (1)
53:1
started (2)
15:20;41:23
state (16)
4:18;9:20;12:17;
13:10,17,22;17:4,5,5;
20:2;21:5;30:4;31:9;
38:18;41:15;42:17
stated (1)
48:2
Statement (6)
6:17;8:13;9:24;
13:25;17:12;20:19
States (6)
44:16;48:14,16,22;
49:1,10
state's (1)
13:14
stating (1)
19:10
statistics (1)
45:9
statute (1)
6:18
Statutes (1)
6:19
stay (1)
25:24
stays (1)
33:16
Stearns (1)
4:5
steel (3)
12:4,4;16:1
steep (2)
26:2,4
step (1)
47:7
still (3)
37:2;41:24;50:7
Stocking (1)
36:25
straddling (1)
23:13
straight (2)
24:4;46:7
straightforward (1)
57:4
stream (1)
26:12
streams (1)
35:4
Street (2)
4:12;23:23
string (1)
16:2
strong (1)
52:13
structure (2)
15:8;28:22
structures (9)
12:3,3;16:1;28:23;
36:14;53:10,13,17,22
strung (1)
54:8
studied (1)
13:24
studies (2)
33:20;35:3
study (2)
13:24;45:3
stuff (2)
46:18;52:4
stunning (2)
22:5,25
sturdy (1)
53:17
sub-alternatives (1)
29:16
subject (2)
11:17;54:5
subjecting (1)
29:11
submissions (1)
56:4
submit (1)
55:18
submitted (5)
14:10;17:3;31:8;
39:15;58:17
subpart (4)
25:13;26:3;28:9,20
subscript (1)
32:18
substantial (4)
31:15,22;34:17;
54:17
Substation (1)
12:8
substrate (1)
15:24
sufficient (1)
54:14
suggestions (1)
13:21
suit (1)
37:7
summarize (1)
6:22

summer (3)
16:5;17:23;35:8
supplement (3)
44:9,22;50:15
supply (3)
9:16;50:7;51:22
support (3)
36:1,3;45:8
supported (1)
36:24
supporting (2)
36:6;37:18
supports (1)
39:11
sure (7)
13:4,11;44:24;
45:19;51:10;52:6;
58:20
surely (1)
18:21
surrounding (1)
35:14
survey (1)
15:18
suspend (1)
23:12
suspended (1)
29:2
sustainable (2)
8:25;44:15
sustained (1)
33:15
Suzanne (1)
4:14
swamp (1)
46:1
swath (3)
25:9;28:17;39:6
system (12)
7:25;18:8;19:3;
30:23;37:25;48:15,
15,21,25;49:8;50:13;
56:25
systems (1)
51:14
SYVNIESKI (7)
42:7,8;46:14;50:22,
25,25;51:11
S-Y-V-N-I-E-S-K-I (1)
42:8

T

table (2)
10:25;57:2
talk (2)
16:21;18:12
talking (1)
46:11
tall (1)
23:10
taller (1)
27:4
tapered (1)
29:1
targets (1)
38:2
TDL (2)
34:23;35:3
team (2)
16:11,19
telephone (1)
8:23
ten (2)
19:8;56:22
tendency (1)
53:18
tension (1)
53:20
terms (1)
15:17
terrorism (1)
38:3
test (1)
35:9
testimony (4)
7:9,24;14:6,10
testing (2)
35:7;38:9
THELEN (8)
38:20,20,21;41:8;
57:20,20;58:4,12
T-H-E-L-E-N (2)
38:21;57:21
Therefore (1)
5:1
thought (2)
14:17;49:16
threatened (1)
31:3
three (7)
16:19;23:18;24:1,5;
25:6;32:15;54:10
throughout (4)
13:19,23;14:4;
39:13
throwing (1)
32:23
thrown (1)
45:17
thumb (1)
57:5
tied (1)
36:13
timeline (1)
16:8
Today (10)
4:9;5:6,9;9:2;
11:21;17:2;19:11,20;
24:22;37:3
today's (1)
11:18
TODNEM (31)
4:1,14;7:18,23;8:5,
9;11:2,4;20:11;21:6,
8,11;26:18;29:22;
30:1,7;38:13;41:2,4,
11;42:4;47:2,21;48:8;
50:17;52:21;55:16;
56:1;57:16;58:6,13
together (1)
58:11
told (1)
57:25
toll-free (1)
16:17
took (3)
17:23;24:24;26:16
top (5)
25:1;27:25;29:2;
32:17;54:25
topography (2)
26:1,4
tore (1)
25:23
total (3)
12:6;35:8;55:2
totally (1)
50:14
towards (2)
33:11;53:15
Tower (8)
26:14,21;27:1,4;
28:5,7;54:24;55:9
towers (19)
22:24;23:12,15;
26:9,10,13,25;27:3,
14;28:24,24;29:10;
53:16,19;54:3,4,20,
23;55:6
tower's (1)
54:16
town (1)
49:9
Township (7)
23:22;38:24;39:13,
17,19;40:11;58:1
trade (1)
8:1
traffic (1)
29:4
train (1)
35:23
transcript (1)
5:5
transmission (30)
9:5;11:23;12:1;
15:12;22:4,10,15,23;
24:4,5,18;25:14;
29:10;32:15,19;33:1,
7,10,12;36:4,11;
40:21;44:7;47:18;
53:13,14,21;54:3,7;
55:4
travelers (3)
53:24,25;55:5
traveling (1)
33:14
treated (1)
35:14
trees (7)
27:12;28:16,17;
36:7,8;43:20;46:6
trend (1)
40:24
trestle (1)
31:18
tributaries (2)
27:21;28:11
tributary (6)
28:6;30:16;31:13;
32:7;35:10,13
trigger (1)
32:19
trouble (1)
47:16
true (1)
40:10
trying (1)
40:17
tube (1)
29:3
tubes (2)
29:1;52:1
tuning (1)
29:4
tunnel (1)
27:7
turbines (1)
50:2
turn (4)
11:10;17:7;34:22;
53:15
two (16)
12:19,23;13:3,6;
20:1;22:23;23:20,24;
25:17;29:15;33:7;
37:23;39:4;41:22;
44:2;56:10
two-foot (1)
29:1
type (1)
34:2
types (1)
49:21

U

ultimately (2)
13:22;14:1
Um-hmm (1)
26:18
unacceptably (1)
37:10
unbelievable (1)
22:25
unconscionable (1)
36:22
under (3)
7:3;32:2,8
understood (1)
25:11
undisturbed (1)
39:6
unfortunate (1)
37:1
unique (2)
18:19;30:22
unit (1)
8:17
United (5)
44:16;48:14,15,22;
49:1
units (3)
13:10;44:24,24
unnatural (1)
33:14
up (21)
13:21;16:21;25:23;
26:7;27:13;28:8;
38:18;42:20;43:2,6;
44:5;48:7,18;49:6;
52:11,12;53:9;55:23;
57:17;58:9,18
update (1)
44:25
upgrade (1)
50:12
uploaded (1)
56:23
urge (1)
18:18
use (10)
5:3;11:12;27:19,22;
35:22;37:9;48:25;
50:14;51:18;54:14
used (5)
17:18,21;22:5,21;
37:4
user-friendly (1)
16:14
uses (1)
32:20
using (3)
17:22;41:24;56:18
usually (1)
16:22
Utilities (8)
4:19;5:24;8:8,15,
20;9:11;18:25;22:2
utility (5)
8:25;22:21;24:17;
25:14;27:19
utilizing (1)
53:5

V

valley (1)
26:12
valuable (1)
31:24
values (1)
43:13
vegetation (3)

28:12,16,17
vehicles (1)
29:5
veins (2)
52:6,10
versions (1)
56:10
versus (2)
50:3,5
via (5)
32:2;34:2;35:8;37:12;59:6
viable (1)
13:6
view (1)
24:13
visible (1)
38:3
vistas (1)
27:8
voicemail (1)
16:20
voltage (16)
22:4,21,22;24:3;29:9;33:4,7,10,11;37:24;40:4,21;53:14,21;54:7;55:3
volts (1)
48:16

W

wait (1)
27:15
waiting (1)
34:22
wall (1)
54:13
WALLER (1)
7:15
Walnut (1)
4:12
wants (1)
5:5
warning (1)
55:11
water (19)
26:12,16,21;30:20;31:2;33:16;34:3,5;35:8,10,12;36:11;37:10,19;39:16;46:1,2,3;48:23
waters (1)
37:3
water's (1)
28:2
watershed (2)
34:23;38:25
waterways (2)
33:25;35:1
way (15)
6:12;15:2,10,13;25:5,8;26:6,9;27:10;33:24;37:19;42:18;48:17;49:4;53:16
ways (2)
16:10;18:24
weather (1)
29:6
web (3)
19:1,3;57:1
Webex (1)
59:6
website (11)
16:12;30:24;56:19;57:18,22,23;58:3,5,7,8,11
weigh (1)
39:18
welcome (2)
4:2;20:14
west (5)
23:23;24:4;27:6;53:4,15
wetland (13)
24:11;28:18;29:11,18;31:19,23;32:5,11,22;40:22;41:9;53:22;54:20
wetlands (15)
24:8,21;25:23,25;28:12;30:16,25;31:5,12,15,20;32:9;35:14;37:23;47:14
What's (2)
14:20;15:14
whereas (1)
40:10
whichever (1)
13:3
White (4)
37:4,5,6,9
whole (4)
25:9;44:6;45:22;46:4
wide (1)
25:9
widened (1)
35:21
width (1)
15:13
wife (1)
21:19
wild (2)
27:18,21
Wilderness (1)
37:15
wind (14)
44:22;45:4;48:12,19;49:14,23;50:9,13;51:1,7,13,22,24;52:5
windmill (1)
52:10
windmills (3)
44:8;50:10;52:6
winter (1)
29:7
wiped (1)
46:5
wire (2)
32:17;54:25
wires (3)
12:2;32:14;46:18
wise (1)
40:24
wish (2)
47:23;55:17
within (13)
15:10;16:23;22:6;25:15;26:14;27:18,22;28:2,5,10;45:11,24;53:7
without (2)
6:24;36:22
witnessed (1)
42:22
wooded (1)
46:4
work (4)
17:9;40:16;42:11;51:13
workday (1)
42:11
worked (4)
35:19;39:12;41:20;51:13
working (1)
13:9
works (1)
29:3
world (2)
44:18,20
worrying (1)
51:14
Wright (5)
4:5;23:20;35:8;39:15,16
Wright-Hennepin (1)
45:5
writing (2)
6:11;19:22
written (4)
48:6;55:18;56:3;58:16
wrong (2)
36:24;44:8

X

Xcel (24)
4:21;7:11,12,21,21;9:2,8;11:10,15;12:22;13:7;14:10,25;15:7;21:17,22;22:2,13;23:7,10,17;28:4;29:14;51:9
Xcel's (3)
9:23;23:3;24:5

Y

yard (3)
22:25;23:9;45:20
year (4)
12:21;14:14,18;43:6
years (6)
30:14;35:18;41:22,22;42:24;44:25
Yellow (1)
4:5

Z

zero (1)
36:16
zoom (1)
16:14

1

1 (7)
7:10,11,11,20,20,21;25:13
1.5-inch (1)
54:7
10 (5)
12:10;27:11,11;56:16;57:10
100 (3)
23:12;27:3;28:10
100-foot (1)
54:13
1199 (1)
28:13
11990 (5)
24:20;25:21;40:20;41:8,9
12 (1)
15:23
12:00 (1)
4:10
12:40 (1)
59:13
125 (1)
55:2
13 (5)
7:11,11,20,21;18:12
135 (1)
54:15
14 (1)
54:7
140 (1)
57:23
15 (1)
12:10
150 (3)
15:13;23:25;28:25
150-feet (1)
28:17
150-foot (6)
22:22,24;23:10;25:9;46:6;55:3
150th (1)
23:23
15-day (1)
11:5
16-sided (1)
29:1
17 (1)
25:17
170-plus (1)
29:15
171 (1)
9:4
174 (1)
9:5
175 (1)
12:6
180 (2)
12:6;25:19
1800s (5)
27:10;28:15;31:17;53:11;54:9
1930 (1)
31:19
1950 (1)
49:7
1976 (1)
31:21
1990s (1)
34:14

2

2 (1)
53:2
20 (7)
7:12,22;15:25;36:13,13;41:21;57:11
200 (4)
27:18;28:2;38:2;53:7
2000s (1)
34:14
2008 (1)
25:17
2010 (1)
22:1
2012 (2)
32:9;37:5
2020 (8)
22:1;32:10;33:21;36:1;42:21;43:4,19;53:4
2020's (1)
23:9
2023 (1)
12:22
2024 (1)
4:10
2025 (2)
6:5;11:8

2026 (1)
16:5
2028 (1)
16:7
216E (1)
6:19
219 (1)
27:25
23-2500-39782 (2)
4:8;58:21
24 (1)
16:23
25 (2)
17:24;54:11
250 (3)
23:8,16;55:8
250-plus (1)
54:23
25-foot (1)
54:25
25th (2)
10:23;58:17
26 (2)
30:14;35:17
29th (1)
4:10

3

3 (2)
26:3;30:10
30 (2)
26:14;28:6
30-degree (1)
53:10
31 (1)
26:22
345 (12)
9:5;11:23;15:12;
22:4,22;23:7;24:3;
29:9;36:10;43:8;
54:19;55:3
398 (1)
56:20
3B (1)
28:9

4

4 (2)
18:9;30:10
4:30 (1)
58:17
40 (1)
35:11
415 (1)
57:25
43 (1)
31:3
450 (1)
23:6

5

5 (1)
18:10
505 (1)
4:12
50-year (1)
44:24
51 (6)
26:13,14,22,25;
28:5;49:7
52 (2)
26:13;31:19
53 (2)
26:14;53:16
54 (3)
27:1,4;53:16

6

6 (2)
18:11;56:2
60 (1)
15:25
600 (1)
46:20
6105 (1)
25:19
6105.0180 (1)
28:9
6105.180 (2)
24:17;25:12
63 (1)
13:22
65 (1)
48:16
6th (1)
6:5

7

7 (2)
23:20;24:4
700,000 (1)
46:20
75 (14)
15:13;23:21;24:2;
29:5;31:21;32:2,6;
35:20,21,24;42:15;
43:16;46:15,17
7850 (1)
6:20
7850.4100 (1)
30:17
7B (1)
28:21

9

9 (2)
56:16;57:9
90-degree (1)
53:14
94 (1)
12:2

Virtual Public Hearing Transcript

OCTOBER 29, 2024 - PUBLIC HEARING - 22-131 & 22-132

BEFORE THE OFFICE OF ADMINISTRATIVE HEARINGS

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION

In the Matter of the Certificate of Need and Route Permit Applications for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties in Minnesota

PUC DOCKET NOs. CN-22-131 & TL-22-132
OAH DOCKET NO. 23-2500-39782

Meeting held remotely via:

Webex and Telephone

Met, pursuant to Notice, at 6:00 in the evening on October 29, 2024.

BEFORE: Judge Suzanne Todnem

REPORTER: Christine Simons, RMR, RPR

APPEARANCES:

Lisa Agrimonti and Halley Waller-Pitts, Attorneys at Law, appeared for and on behalf of the Applicant.

PUC STAFF:

Scott Ek

Sam Lobby

DOC STAFF:

Andrew Levi

XCEL ENERGY:

Matt Langan

I N D E X

SPEAKER	PAGE
Judge Todnem	4
Scott Ek	8
Matt Langan	12
Andrew Levi	21
Sam Lobby	26
Catherine Lagow	28
Kristin Koenig	33
Lu Anne Heglie	35
Chris Rogers	39
Michael Beam	43
Bridget Klein	47
Ben Gallay	48
Kim Bowman	49

JUDGE TODNEM: All right. So good evening. I'd like to welcome you all to this public hearing In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Kandiyohi, Yellow Medicine, Renville, Redwood, and Lyon Counties. This is OAH Docket Number 23-2500-39782 and Docket Number E-002/TL-22-132. Today is October 29th, 2024, and it is about 6:00 p.m. And we have convened remotely using the Webex platform.

My name is Suzanne Todnem, and I'm an Administrative Law Judge with the Office of Administrative Hearings. The Office of Administrative Hearings is an independent agency in state government. It is not a part of, or affiliated with, the Minnesota Public Utilities Commission, the Minnesota Department of Commerce, or the applicant in this matter, Xcel Energy.

At this time, I'd like to note that we do have a court reporter present. Ms. Simons' role is to record everything that is said as part of the record. Therefore, it's important that only one person speak at a time, that speakers talk loudly and clearly, and that you do not use gestures, such as shaking your head. If anyone wants to see a

transcript of the public hearings, including the one here today, you may contact the Department of Commerce to make arrangements.

Next slide.

Today I will briefly describe my role, and then we will hear from the Commission and the applicant and then the Department of Commerce staff. Finally -- and, perhaps, most importantly -- we will have time for you, the public, to make comments or ask questions.

If you would like to speak at this hearing, you can send a message, use the Webex comments, or use the raise-your-hand button. If you are participating by telephone, you can press *3 to indicate you would like to speak. Your name will then be called when it is your turn to speak and your microphone will be unmuted.

So more about my role as an Administrative Law Judge: I have been assigned to develop a record for the Public Utilities Commission to consider in making a final decision on the applicant's request for a route permit, and to prepare a report consisting of findings of fact, conclusions of law and recommendations on the route permit application. My report will be issued on or

about February 6th, 2025.

My role is also to ensure that all relevant information is gathered fairly, including comments from the public, and that to the extent possible, questions from members of the public are answered. Because my review is limited to the record, the comments you make here or in writing are the only way to get them into the record. So I encourage you to comment in whatever form you are comfortable.

My report will address the route permit application, the certificate of need, and the environmental impact statement based on criteria set forth in statute and rule. Those rules and laws can be found in Minnesota Statute Chapter 216E and Minnesota Rule Chapter 7850.

My report, however, is not a final decision. The purpose of my report is to summarize all the information presented in a neutral and fact-based manner without advocacy, and to give a recommendation as to whether the applicant's request for a route permit should be granted by the Commission. The Commission will then take my report and recommendation under advisement and base its decision on the record, which includes input from

the applicant, the Department of Commerce, interested parties, and from citizens. The Commission will make a final decision on the route permit application at a separate meeting.

The parties have already filed some testimony and exhibits into the record that have been admitted at the hearing this morning -- at the public hearing this morning. Admitted into the record are exhibits PUC 1 through PUC 13, EERA 1 through EERA 13, and Xcel 1 through Xcel 20. Copies of the prefiled testimony are available to the public through the eDocket system, with exception of portions that contain trade secret information.

So with that, I'd like to turn it over to the Commission.

MR. SCOTT EK: Thank you, Judge Todnem.

My name is Scott Ek. I'm an energy facilities planner with -- energy facilities planner with the Minnesota Public Utilities Commission. The Minnesota Public Utilities Commission manages the overall review process and is the government unit with the authority to issue certificates of need and route permits for large energy facilities.

The Commission itself consists of five Commissioners who are appointed by the Governor.

The Commission regulates the electricity, natural gas, and telephone service industries. And its mission is to improve the lives of all Minnesotans by ensuring safe, reliable, and sustainable utility services at just and reasonable rates.

So Xcel Energy has applied to the Commission for a certificate of need and a route permit for a new, approximately, 171- to 174-mile, 345-kilovolt double-circuit transmission line between Sherburne and Lyon Counties. It's also known as the Minnesota Energy Connection project. And Xcel Energy will provide much greater detail on the proposed project a little later in this presentation.

But for a project of that size -- of this size, the Public Utilities Commission must issue a certificate of need and a route permit before the project can be constructed. And in making these decisions, the Commission weighs the relevant criteria in rule and statute, and reviews the whole record of the case. Which includes, but is not limited to -- these are more the bigger menu items -- the public comments that are received throughout the process, information in Xcel Energy's application, information in the environmental impact

statement, the testimony that has been provided, and, of course, the report of the Administrative Law Judge.

And so if the Commission does issue a certificate of need and a route permit, the Commission may also include additional conditions to ensure proper and safe construction and operation, including methods to minimize or avoid any identified impacts during this process.

This next slide shows the current application review schedule. As you can see, the applications were filed back in January, and public information meetings and EIS scoping meetings were previously held in some of the same areas along the proposed routes. We also had an online public information and scoping meeting. The draft EIS was recently issued in October, and Andrew with the Department of Commerce will provide greater detail on the draft EIS later in this presentation.

So we're now at the highlighted -- orange highlighted rows. And so at this point in the process, we're at the joint draft EIS and public hearings stage. And this is an opportunity, as Judge Todnem said, to provide folks opportunities to ask questions about the proposed project, provide

additional input, identify concerns with the overall project, and to provide comments about the information presented in the draft EIS.

In addition to the -- this online hearing and the in-person hearings that were provided in the notice, there is also a written comment period that's open now until November 25th where folks can provide comments via U.S. mail, e-mail, or online. Information on how to submit the comments was in the notice that was issued, and there will be a slide at the end of this presentation that will stay up and provide all that information so you'll be able to take that down.

The steps in the process after these meetings and hearings includes the issuance of the final EIS in January, and the final EIS response to comments that were received at these meetings, hearings, and during the written comment period, and that creates the final EIS.

In February, as Judge Todnem said, she will issue her findings of fact, conclusions of law, and recommendation. And after a 15-day exception period on the -- Judge Todnem's report, the Commission is anticipated to make its decision on the certificate of need and route permit in

March 2025. So that's just a brief overview of the Commission's involvement and where we're at in the process and the opportunities for -- during these meetings and hearings.

So with that, I'll turn it over to Matt Langan with Xcel Energy to provide more detail on the proposed project. Thank you.

MR. MATT LANGAN: Thank you, Scott.

And thank you, everyone, for joining us this evening. Before I get into the project description, I do want to note on behalf of the Office of Administrative Hearings, the PUC, and Department of Commerce, that each of these public hearings and draft EIS meetings that we're holding, whether it's in person or online such as this evening, we cover the same content at each of these meetings. And so what the effort is is to make sure that we're out in the project area or available online and provide sufficient access for folks to learn about the project, get their comments heard, get their questions answered.

So it's nice to have a virtual online option. I just wanted to reassure everyone by attending this evening's virtual meeting that you're not missing out on any of the content that will be

shared during the in-person meetings. Rather, we'll be sharing the same content this evening as we will throughout the rest of this week and next week in the project area. So thank you.

And with that, I'll -- Scott introduced me. Thank you, Scott. My name is Matt Langan. I'm with Xcel Energy. The project that we are proposing is called the Minnesota Energy Connection project. That is a -- the Minnesota Energy Connection project is a double-circuit 345-kilovolt transmission line very similar to the one you see in the picture on the right side of the screen.

The overall length of the project, depending on which route the Commission selects to approve, will be between 175 and 180 miles in total length, and that -- that 180 miles is in between project endpoints. And those endpoints are down in Lyon County, Minnesota, in southwestern Minnesota, originating in a location near a town named Garvin, Minnesota. And the northern endpoint of the project is near our Sherco power plant in Becker, Minnesota.

The purpose of the project is to replace retiring coal-fired electricity with renewables -- excuse me -- and use the existing grid connections at our Sherco substation near our Sherco power

plants. To be clear, the access to renewables, those will be newly created renewables, primarily in the form of wind, and those will be new developments, new sources of generation in the state.

We can go to the next slide, please.

So Scott mentioned that we filed an application for the project last year. We actually filed that application with the Commission in October of last year, so almost a year ago to the day. And when we do that, in the State of Minnesota the requirement is for a line of this capacity and length that we need to propose at least two different routes in that application between project endpoints for the Commission to evaluate.

We developed those routes by doing quite a bit of outreach prior to filing our application 12 months ago. We went out into communities and reviewed potential routes throughout the project area, took comments not only from individual landowners, but state and federal agencies, local units of government, and other stakeholders. And based on that feedback and our own research, we arrived at the two routes that we proposed.

We named them the purple route and the

blue route, and that was intentional. We did not want -- and we did not, at the time, have a preference between either of those two routes. Rather, we designed two routes that no matter which the Commission ultimately approved, Xcel Energy would be able to construct and operate and maintain that route that is approved by the Commission. So, again, we proposed two routes named the purple and the blue route.

As part of the state process -- and Scott talked about this step when discussing the schedule, as part of the state process, the PUC and Department of Commerce go out into the project area, hold meetings just like this one, and -- in person and online, and ask for feedback if there are other route options, route alternatives, route segments that the PUC should consider. Because, perhaps, they're less impactful than the purple or blue route that we, as the applicants, filed in our application.

And so communities throughout the project area did a very good job in participating actively in that, what is called the scoping process. And came up with a number of different alternatives, route segment alternatives, that they thought the

PUC should investigate, sort of, above and beyond what Xcel Energy had proposed.

And so the Commission ultimately accepted 63 different route segment alternatives or route alternatives that are being studied in the draft environmental impact statement and could ultimately be approved by the Commission as part of the singular end-to-end project route. Those 63 route alternatives are shown on this map in pink. So they differentiate between the purple and blue, you can see those route segment alternatives locations outlined in pink.

Next slide, please.

So as another step in the State's review, the applicants, Xcel Energy, are asked to provide direct testimony as part of the hearing process. And in that direct testimony we have the ability to identify the company's preferred route based on all of the information that's been assembled, our own review of the potential routes, including the routes that were proposed during scoping by the public.

And so in our review we have identified our preferred route, and we are calling it the modified blue route. And the reason that we're calling it that is, largely, we found that we are

preferring our -- the blue route to the purple route as less impactful, in our estimation, but we also reviewed those route segment alternatives proposed by the public and selected a number of them -- I think it's six total -- that we agree are an improvement to the originally proposed blue route by the company. And those route -- route segment alternatives are identified on this map and in my testimony, which is available online.

So, again, we are proposing -- or we have identified a preferred route. The reason that we've identified that preferred route is we believe it's the least impactful route between project endpoints.

We can go to the next slide, please.

So I want to cover a few items that often are of interest to folks attending the meetings and wanting to learn about the project. Even though these are a little bit down the line, a little -- you know, we're not quite at these stages yet, but we do -- when the Commission ultimately approves a route, we will negotiate with individual landowners an easement for the transmission line right-of-way.

And just so folks on the call, online tonight understand, our right-of-way for this project is 150 feet in width. That is 75 feet on

either side of the center line. So it will be a 150-foot easement that we'll be seeking to negotiate with each landowner, if we -- if that transmission line is approved on your parcel. The span between structures is approximately 1,000 feet. So there's a foundation and a transmission pole about every 1,000 feet along the way.

When we negotiate the easements with each landowner, that easement language is tailored specifically to each property. It addresses where to access the line for maintenance. If there were any temporary damages created during the construction of the project, Xcel Energy, as the permitted entity, would be required to compensate the landowner for any damage that occurs as part of construction, or even as ongoing operation and maintenance.

The easement provides Xcel Energy the ability to build, operate, and maintain the infrastructure, while the landowner retains ownership of the land within that right-of-way.

We can go to the next slide, please.

So the construction process, that begins with some survey work, including environmental surveys, cultural resource surveys, and geotechnical

investigations. Some of that work has already begun on both routes so that we can collect that information as early in the process as we can and in preparation for the Commission to approve a route.

So some of you on the call tonight may have already received communications from us. That is voluntary as the -- as that notice explains, a voluntary situation, where we could get some early access to get some geotechnical or environmental survey information.

Once we have collected all of that data, the first thing will be to install concrete foundations at the sites of the structure locations. Those concrete foundations are going to be in the range of 7- to 12-feet in diameter, and in the depth range between 20 and 60 feet, kind of depending on the soil type and the -- basically on the soil type and the structure in that specific area. Once the concrete foundations are cured, then the steel pole structures are raised. Those structures are going to look very similar to what you see on the slide here to the right.

We will then install conductor, or wire, using a combination of either helicopters -- where available -- or ground-based equipment. And then

once the line is completely constructed and energized, then site restoration work occurs so that we can bring the site back to its previous state in terms of, you know, that area within the right-of-way.

Next slide, please.

So to -- I wanted to share that as we talked about easement acquisition and construction timeline, as Scott explained, we expect a Commission decision in March of next year. That will -- then we will begin that easement acquisition negotiations with landowners throughout the -- along the project route.

And then we expect construction to begin in the summer of 2026, and the project construction and energization of the line to be completed in late 2028. So a little bit over a two-year construction process is what we're expecting between project endpoints.

Last slide, please.

And, then, I just wanted to make sure that folks have this information at hand, we do have -- we do post a project-specific website at MNEnergyConnection.com. There you'll find a lot of very helpful information, we think. We will have a

frequently asked questions page where you can gain information. And then we also have what we think is a pretty user-friendly virtual map that you can navigate and, you know, be able to really drill down on your area of interest, even print maps from that to accompany any written comments that you have.

And then, aside from the website itself, we do have also project-specific toll-free phone number and a project-specific e-mail. Both of those, the phone and e-mail, roll directly to project members, Xcel Energy project team members' desktops so that we can respond to any questions, provide any information that you may have.

Certainly if we aren't able to respond immediately or can't pick up the phone right away, please leave a message, and I think we've been pretty good about getting back to folks within 24 hours. So I wanted folks to have that to be aware of how they contact us at any time either throughout the permitting process or even after easement acquisition and construction begins.

And with that, that's the end of my presentation. We can turn it over to Andrew Levi at the Department of Commerce. Thank you.

MR. ANDREW LEVI: Thanks, Matt.

Can everyone hear me okay? Okay. Hello. Thank you for coming this evening and participating. My name is Andrew, and I work with the Minnesota Department of Commerce. The Department of Commerce, along with Barr Engineering, our consultant, prepared the draft environmental impact statement, or the draft EIS, for this project.

The purpose of the draft EIS is to describe potential impacts, as well as potential mitigation measures, associated with the project. It is not a decision-making document, but is used by decision-makers so they can better understand potential impacts from the project. The draft EIS does not advocate for or against the project. However, the draft EIS can be used to question and debate for or against the project.

Next slide, please.

The draft EIS took most of the summer to prepare by a team of about 25 individuals from the Department of Commerce and Barr Engineering. It is based on the applicant's certificate of need and route permit applications -- excuse me -- your scoping comments, and additional information provided by the applicant. The draft EIS addresses those issues identified in the scoping decision, or

at least we believe it does.

Next slide, please.

The draft EIS discusses the proposed project and alternatives to it, including a no-action alternative. These alternatives to the project or system alternatives are discussed in Chapter 4. Chapter 5 discusses potential impacts and mitigations, and mitigation generally. While Chapters 6 through 13 talk about potential impacts based on geographic region. So we split the project up into regions south to north to try to provide, you know, buckets to assess impacts. I encourage you to read the chapter or chapters that are unique to your geographic region where you live or you are otherwise interested in.

Next slide, please.

There are several ways to review the draft EIS. Electronically, it is available on both the Public Utilities Commission and the Department of Commerce webpages. And it is easier to view the document on the Commerce webpage because on the PUC website, you can only upload ten-megabyte chunks. So we have to break things up, sometimes not in the most opportune places. So that doesn't happen on the EERA website. There are printed copies also

available of the draft EIS at public libraries, ten public libraries, and those are listed in the notice.

Next slide, please.

Again, we're looking for comments on the draft EIS. You can provide those comments during this open comment period. Please follow the instructions on the notice and tell us if you think the draft EIS is missing any information or needs information clarified. After the public comment period closes, we will revise the draft EIS into a final EIS based on public comment, based on your comments.

Next slide, please.

And, I guess, tonight if you could direct your comments and questions to the scope of the -- not the scope -- of the draft EIS. Sorry, that's a typo. You can direct your comments and questions to the draft EIS, and, also, whether or not you believe that the Commission should issue a permit for the project. Please limit your initial comments to five minutes, and we can loop back around if there's time at the end. Thank you.

JUDGE TODNEM: All right. Thank you for those presentations.

Now, it is time for members of the public to make comments or to ask questions. I welcome and encourage each of you to comment. The Commission is particularly interested in comments about whether they should issue a route permit and certificate of need for the proposed project, comments on the environmental impact statement, and what are the human and environmental impacts of the project? And how can impacts be addressed or mitigated?

If a route permit is granted, which route alternative and alignment modifications should be selected, and/or what additional conditions or requirements should be included? Lastly, are there other project-related issues or concerns you'd like to raise?

All right. When it is your turn to speak, please state your name and spell both your first and last name for the court reporter. And at this time, I'll turn to the Commission to let me know if there are any -- any people who have expressed an interest in commenting.

MR. SCOTT EK: Thank you, Your Honor.

I'd just like to let folks know online, if you would like to ask -- this is in the notice as well, but just to remind you, if you would like to

ask questions or make a comment, there's the chat function in the Webex, you can send a chat, or you can use the raise hand function.

And I think it might be a little different on everybody's setup, but I believe it's at the bottom bar on -- usually at the bottom bar, there's a raised hand. You can click that, and we'll see a hand raised by your name.

Or in the chat section, you can just say, I'd like to provide a comment, and it will provide your name, you know, along with whatever you put into the chat. So the raise-your-hand function or the chat. And if you happen to be joining on the phone, press *3 on your phone, and that will alert us that you would like to provide a comment.

MR. SAM LOBBY: And one note real quick on the chat function. If you're going to type something in the chat, please only indicate that you want to speak. The court reporter is not able to keep track of both: What is spoken and what is written in the chat. So if you do type something into the chat that's a question, that won't be recorded by the court reporter. So if you could please just keep that verbally and just let us know in the chat, but thanks, Scott.

MR. SCOTT EK: Thank you, Sam.

JUDGE TODNEM: All right. I'll, again, encourage the public to please make your comments or ask your questions. Public comment is part of the important fact-gathering process, and it is extremely important to me, to the Commission, and to the applicant.

I can assure you that all comments are reviewed and carefully considered. So in addition to any comments or questions raised here this evening or at the other in-person public hearings, I also review all of the written comments. So regardless of method, I encourage you to comment or ask questions.

MR. SCOTT EK: I'm checking with you, Sam, just to make sure, so we're both looking at the same thing, do you see any -- oh, there goes a hand up.

MR. SAM LOBBY: Yeah, same with you -- or seeing the same thing.

MR. SCOTT EK: Okay. Good deal. Can you -- why don't you go ahead and field that, Sam.

MR. SAM LOBBY: Sounds good.

All right. We have a call-in user, 320-241. I just unmuted you. If you could please

state and spell your name for the court reporter.

MS. CATHERINE LAGOW: Yes. My name is Catherine with a C, A-T-H-E-R-I-N-E. My last name is Lagow, L-A-G-O-W.

MR. SAM LOBBY: And you can go ahead and make your comment. Thank you very much for coming tonight.

MS. CATHERINE LAGOW: Okay. This is not a comment, it's a question. I couldn't tell by the map where the blue line crosses the Mississippi.

MR. SCOTT EK: Is this -- maybe, Matt -- well, I guess I have control here, but can you -- I don't know, can you see my cursor?

MS. CATHERINE LAGOW: I'm on the phone.

MR. SCOTT EK: Oh, I'm sorry. I suppose that doesn't help.

MS. CATHERINE LAGOW: That's okay.

MR. SCOTT EK: Well, then, Matt, do you think you can provide, maybe, an explanation word-wise?

MR. MATT LANGAN: I can, Scott. Thank you.

And I think I'll do my best to describe it verbally. Thank you for the question. The location where it crosses the Mississippi River is

going to be south of the city of Clearwater. And I don't have in front of me just the number of miles south, but it's -- it's not, you know -- not near the southern city limits by any means, but maybe --

MS. CATHERINE LAGOW: Okay.

MR. MATT LANGAN: -- a couple miles south of the city of Clearwater. Is that helpful?

MS. CATHERINE LAGOW: Yes, it is. So there's really nothing that's going to interfere with the area above the bridge beyond Clearwater to the north; is that correct?

MR. MATT LANGAN: That is -- in terms of the blue route, yes, that's correct.

MS. CATHERINE LAGOW: Okay. And is the purple route cross- -- where does the purple route cross the Mississippi?

MR. MATT LANGAN: So the purple route -- and maybe, Scott, if you're able to go to the map previous. Yeah. And for those that are following along watching -- and unfortunately, Scott, your video screen is right on the -- overlaying the map right now, but I think I can verbally describe that one, too.

So the purple route crossing is going to be further south from -- I'll start there, further

south along the river from the blue crossing. It's much closer to our existing Sherco power plant. There is -- in that area there's a smaller transmission line crossing in that area on wood H-frames that we -- that the purple route would parallel.

So I'm not sure, ma'am, how familiar you are with that exact area, but in case you're aware of an existing small transmission line crossing just to the north of our Sherco -- or just up river from our Sherco substation and power plant, that's the proposed crossing of the purple route.

And I know that you're on your phone currently, but if you were able to, when you had a moment, go to the MNEnergyConnection.com website. There will be an interactive map where you're going to be able to see the exact proposed location -- exact proposed crossing of each of those routes.

MS. CATHERINE LAGOW: Perfect. Thank you. And I do have a comment. I appreciate that it appears you've done some consideration of the Scenic Rivers Act so the impact regarding the Mississippi is minimized. That would be my comment, so thank you.

JUDGE TODNEM: Thank you, Ms. -- is it

Lagow?

MS. CATHERINE LAGOW: Sure.

JUDGE TODNEM: Okay.

MS. CATHERINE LAGOW: That's fine. Thank you.

JUDGE TODNEM: All right. Thank you. Thank you for your questions and your comment.

Are there any other members of the public who wish to speak at this time?

MR. SAM LOBBY: So far I am not seeing anybody else with their hand raised. Folks, if you would like to speak, you can use the hand-raise function or you can indicate in the chat you would like to speak. And if you're on the phone, you can press *3. And there's also the written comment opportunity that goes through November 25th of 2024.

JUDGE TODNEM: Okay.

MR. SAM LOBBY: I'm still not seeing anything.

JUDGE TODNEM: Okay. I'm just going to put another plea out there. I do encourage members of the public to comment.

MR. SAM LOBBY: We just got one.

JUDGE TODNEM: All right. Great.

MR. SAM LOBBY: We got a call-in user

coming from 920- --

MR. MATT LANGAN: Your Honor --

JUDGE TODNEM: Yeah, I'm sorry.

MR. MATT LANGAN: Yeah, Your Honor, this is Matt. I apologize. Can -- before we take the next question, I've just been made aware that I unfortunately misstated -- I got my north and south mixed up. So I'd like to revise the last answer that I provided on the location of the -- of the blue route.

That is -- so the blue route crossing is going to be north of the city of Clearwater and south of the city of St. Cloud. So I apologize. I've been made aware that I was saying "south of," it is actually "north of," but not making a crossing within the city limits of Clearwater or where that bridge is.

JUDGE TODNEM: Okay. I --

MR. MATT LANGAN: If there's any follow-up questions, I'd be happy to answer them.

JUDGE TODNEM: And just to confirm, you were -- that was a correction to your answer in regard to the blue route?

MR. MATT LANGAN: That's correct, Your Honor. The blue route crossing location is north of

the city of Clearwater, south of the city of St. Cloud.

JUDGE TODNEM: All right. Thank you.

All right. At this time, we'll turn to the next caller with the number beginning 920-738.

MS. KRISTIN KOENIG: Yeah.

JUDGE TODNEM: If you could identify your name and spell it for us, that would be great. Thank you.

MS. KRISTIN KOENIG: My name is Kristin Koenig, K-R-I-S-T-I-N, K-O-E-N-I-G. I have a question. It was mentioned that there was a modified -- to the blue route and it was preferred, that would be less impactful, and there would be six other route segments that would be considered in that part of the blue route. My question is, it was mentioned it would be available online. I am on the phone, so I'm not able to see the maps, but to know where those other routes would be, where do I look online for that information?

MR. MATT LANGAN: Your Honor, I can answer that question. This is Matt.

JUDGE TODNEM: Okay. Please.

MR. MATT LANGAN: Okay. And those alternative routes are on the Minnesota Energy

Connection website. So you can see all of the -- and that's MNEnergyConnection.com. All of the proposed route segments are available on the map on that project-specific website.

If you see the modified blue route, that is a complete end-to-end route and is the company's preferred route, you would need to access my direct testimony where there are maps provided of the preferred route.

And so -- and I understand, ma'am, that you're on your phone, but the website to look that up is the eDockets site, and that is on the screen now. If you happen to have a copy of the notice that announced these hearings and meetings, it would -- that eDockets website would be listed in there and how to access that. And the filing that you're looking for is my direct testimony, Matt Langan, and was filed on September 6th, just last month.

MS. KRISTIN KOENIG: Okay. I have the information here, so I'm sure I will find it.

MR. MATT LANGAN: If you have any difficulty, if you run into any difficulty finding that, would you please send an e-mail to that project-specific e-mail site? And we'll make sure

that you get a copy of that map.

MS. KRISTIN KOENIG: Perfect. Thank you so much. I appreciate it.

MR. MATT LANGAN: Sure. Thank you.

JUDGE TODNEM: All right. Thank you, Ms. Koenig.

Are there any other members of the public who are interested in speaking at this time?

MR. SCOTT EK: Yes, Your Honor, it looks like --

JUDGE TODNEM: I think I see one hand raised, but it's the same caller.

MR. SAM LOBBY: I did briefly see Century Farms.

MR. SCOTT EK: I did as well.

MR. SAM LOBBY: But they put their hand down, so maybe they don't want to speak anymore.

Ope, they're up, again. Century Farms (phonetic), I'll go ahead and unmute you. If you could please state and spell your name for the record and then give your comment.

MS. LU ANNE HEGLIE: My name is Lu Anne Heglie, and that's L-U, capital A, N-N-E, two words. Heglie, H-E-G-L-I-E.

JUDGE TODNEM: All right. Thank you,

Ms. Heglie, what is your comment or question?

MS. LU ANNE HEGLIE: My question -- I have two questions. The first question is, how many acres are involved for each foundation? I know you gave me the diameters of them. However, I was wondering the number of acres involved. And then, also, is the crop loss paid out one time, or is it indefinitely forever and ever?

MR. MATT LANGAN: Your Honor, this is Matt, and I can answer that question.

JUDGE TODNEM: Okay. Please.

MR. MATT LANGAN: Thank you.

And thank you for the question. Let me make sure I understand the first question, if you will. So the -- each individual foundation is going to be somewhere in the range of 7 to 12 feet in diameter, and so that would be my answer. I'm not sure what that breaks down to in terms of an acreage. Of course, that would be pretty -- a small fraction of an acre, but, you know, we could estimate if you're asking for like a total -- a total acreage impact of all foundations. I'm not sure if that was your question.

MS. LU ANNE HEGLIE: Well, for each one. Because, you know, like you said, they are so many

feet apart, so depending upon how many acres you have that that line would go through, you know, as far as distance, would determine the number of towers.

MR. MATT LANGAN: Yeah.

JUDGE TODNEM: So, Ms. Heglie, if I could just interrupt a moment, are you asking for each route or for each pole?

MS. LU ANNE HEGLIE: It would be --

UNIDENTIFIED: Individual poles.

MS. LU ANNE HEGLIE: Individual poles.

JUDGE TODNEM: Okay. Does that help clarify that question?

MR. MATT LANGAN: It does, and we did some quick math and each foundation would be an impact of approximately .05 acres, so five-hundredths of an acre.

MS. LU ANNE HEGLIE: Okay. And how would that impact machinery getting up to it and around it?

MR. MATT LANGAN: Yeah, a very good question. So when we file and when we negotiate an easement, if there is -- if the land is in agricultural practice, agricultural land use, that --

MS. LU ANNE HEGLIE: I can't hear you. Sorry.

JUDGE TODNEM: Mr. Langan, I believe we lost audio for a moment. It cut off about when you said if this is for agricultural use, and then audio froze.

MR. MATT LANGAN: Any chance it's working now?

JUDGE TODNEM: It is.

MS. LU ANNE HEGLIE: Yes.

MR. MATT LANGAN: Okay. Okay. So we'll go -- we'll sort of start over. If the land is in agricultural use, the terms of our easement will allow that agricultural use to still occur within the right-of-way, within the easement. So if we have 150-foot worth of, like, a width of easement running through or along your property, crops can still be grown and farmed within that easement.

What the easement would -- the easement terms would not allow would be very tall growing woody vegetation, you know, tall growing trees that might interfere with the conductors or the wires there and not allow for safe operation. But low growing vegetation, low growing crops certainly can be planted and harvested within our easement. Now,

that would not be true for that area where we have a concrete foundation, but for all other areas within the right-of-way, farming operations could continue.

MS. LU ANNE HEGLIE: Okay. So, then, that crop loss would be during the time of construction only?

MR. MATT LANGAN: Yes, so it's -- so the easement payment is a one-time payment, and that would include if there were any initial damages created for one reason -- you know, for any reason where we would make a landowner whole.

What I would say is we do have on the call tonight our land agent, Chris Rogers, who I'll ask to -- Chris, if you're available to come off mute and provide any information that maybe I haven't yet.

MR. CHRIS ROGERS: Sure. Can everybody hear me?

MR. MATT LANGAN: Yes.

JUDGE TODNEM: Yes, I'm going to interrupt for just one moment. For the panelists, if you're not speaking at this time, if you could please mute your microphones, that might help with some of the audio. Thank you.

MR. CHRIS ROGERS: Sure. My name's Chris

Rogers. I'm the principal land agent for Xcel Energy, C-H-R-I-S, R-O-G-E-R-S. And I think the question is, for payments on crops, so when we purchase the easement, we purchase the rights to operate and build the transmission line. During that process, crops can be damaged. So any crops that are damaged are paid separately as a crop damage payment. The easement is a separate payment for the use of the real estate, if you will.

And, then, we also would pay for additional impacts, such as drain tile, if those things are damaged, and then also compaction for the crops. We have an easement payment and then crop damages as well.

MS. LU ANNE HEGLIE: Okay, okay. The other question I had is on your map, that blue line that's between Kandiyohi County and Meeker County, can you tell me, is that going directly on the county line? Or is that going on one side or the other, on Kandiyohi's side or Meeker's side? It's really hard to tell by the map due to the lack of details.

MR. MATT LANGAN: And, Your Honor, I'm looking that up right now. The line between Meeker County and --

MS. LU ANNE HEGLIE: Kandiyohi.

MR. MATT LANGAN: -- Kandiyohi County, yeah.

MS. LU ANNE HEGLIE: It would be west of Cosmos there, and it looks like the black --

MR. MATT LANGAN: Okay. Yes, yes, I see that area now. Bear with me while I look at that on the map. So that is paralleling that line there.

MS. LU ANNE HEGLIE: Okay.

MR. MATT LANGAN: One sec, there's a roadway that we were paralleling. Thanks for your patience as I'm working with the map. So for -- thanks for your patience and waiting for an answer. So for a portion of that route it is following a roadway that's on the county line, and that's 210th Street. Does that sound correct, ma'am?

UNIDENTIFIED: It goes east and west.

MS. LU ANNE HEGLIE: That 200 and --

UNIDENTIFIED: Hundred.

MS. LU ANNE HEGLIE: Hundred -- 210th, that would probably be -- yeah, that would be on the county line there, that goes north and south. The --

MR. MATT LANGAN: So right now what we're representing is in the areas where it would parallel

that road that's right on the county line, that our alignment would be on the west side of that road that runs north and south.

MS. LU ANNE HEGLIE: Okay.

MR. MATT LANGAN: And I appreciate the question, because we do have some flexibility in our alignments, too, in an overall route where that can shift to one side of the road or the other. But I just wanted to answer your question and say that right now we're planning for that alignment to be on the west side of that road or west side of that county line.

MS. LU ANNE HEGLIE: West side of the county line, okay. Okay. Thank you. That answers my question.

MR. MATT LANGAN: Okay. Thank you.

JUDGE TODNEM: All right. Thank you, Ms. Heglie.

Is that all the questions and comments that you have at this time?

(No response.)

JUDGE TODNEM: Oh, all right. So it looks like our next commenter -- oh, they kind of popped up and then disappeared.

MR. SAM LOBBY: Sorry about that. I was

trying to mute the last speaker. Our next caller is the 651-180 -- or 808, and I can go ahead and unmute right now. If you could please state and spell your name.

MR. MICHAEL BEAM: Good evening. This is Michael Beam, M-I-C-H-A-E-L, B-E-A-M.

JUDGE TODNEM: All right. Go ahead, Mr. Beam.

MR. MICHAEL BEAM: Thank you. I have a few questions, not all related. But, wondering, one of the routes takes the line within 1,000 feet of a cell tower, and I was wondering if there's any potential impact from either a value perspective or, you know, negatively impacting the value of that cell tower, if there's any interference with that?

MR. MATT LANGAN: Thank you, Your Honor. I'll -- this is Matt, I'll take that question.

JUDGE TODNEM: Yes, please.

MR. MATT LANGAN: And so, no, that is a sufficient setback that we would not expect any impacts to the cell tower. There would be no, you know, line of sight impacts created there.

However, if there were -- you know, if there were any reception issues in the immediate area that were caused by a transmission line, the

very route permit that the Public Utilities Commission will issue will have conditions that we, as the project owner, will need to mitigate any issues that this project creates. But what I would say is that 1,000 feet away from a cell tower, we would not expect any impacts or interference.

MR. MICHAEL BEAM: All right. Thank you. Another question I had -- I forget the gentleman's name, but the land agent, I was wondering if value -- valuations considered things like the impact to be able to do aerial spraying and with the -- you know, the other technologies coming up. There's more and more spraying done by drones and whatnot.

With these going in, that has the potential to, maybe, impact the validity of those kind of technologies in the agricultural space, just wondering if the valuations and the compensation take anything like that into consideration?

MR. MATT LANGAN: Your Honor, I'll leave it to Chris Rogers to answer, at least the first part of the gentleman's question here.

JUDGE TODNEM: Certainly.

MR. CHRIS ROGERS: Yeah, sure. This is Chris Rogers. I just wanted to make sure everybody

can hear me.

JUDGE TODNEM: Yes.

MR. CHRIS ROGERS: Okay. So the question is if the easement valuation considers technology with impacts to drones and aerial spraying, correct?

MR. MICHAEL BEAM: Correct, yeah, that the -- yeah, that the impact that those might not be feasible on parcels where this is going to be constructed.

MR. CHRIS ROGERS: Yeah, that's a very good question. Thank you for the question. And, honestly, drones are something -- a little bit more current than in the past, so we don't have a lot of experience with those. But aerial spraying has come up before, and when it does, we try to address it. Obviously, we don't want anything to endanger the line, but we would probably have to do further research on that to see what those impacts would be and to put a monetary value on it.

We appreciate the question, and, you know, we'd certainly look into that, should the route be -- chosen impact somebody that has those features on their property.

MR. MICHAEL BEAM: All right. Thank you.

JUDGE TODNEM: All right. Does that

address your question, Mr. Beam?

MR. MICHAEL BEAM: Yeah. As far as, I guess, with what Chris's statement was there, how would -- how would I get information -- you know, whatever follow-up he's going to do, how would I be able to get follow-up on that from him?

MR. CHRIS ROGERS: Yeah, I would say you send an e-mail to the website that Matt had mentioned and that would come directly to me, and I'd be happy to call you and talk to you about it, or figure out what your specific situation would be and we can discuss it further.

MR. MICHAEL BEAM: All right. Thanks, Chris.

MR. CHRIS ROGERS: Sure.

JUDGE TODNEM: All right. Are there any other comments? I believe I had seen another raised hand by another attendee, but it's, I think, maybe -- I don't know if the individual lowered it themselves or if it shifted in changing callers. But if you would like to make a comment or ask a question, please let us know by sending a message in the chat indicating that, or using *3 if you're participating by phone.

All right. Mr. Ek, do you see any other

interest in commenting?

MR. SCOTT EK: Not at this time. Let me do a quick refresh here. No. We have a total of 25 attendees, and at this time, nobody has raised their hand.

Sam, could you -- is there anybody in the chat that --

MR. SAM LOBBY: Ope, we just got one. Bridget, I can go ahead and -- Bridget, I just unmuted you, if you could please state and spell your name for the record.

MS. BRIDGET KLEIN: B-R-I-D-G-E-T, K-L-E-I-N. I'm just wondering if Matt could give a rough overview of what the restrictions are regarding drone use near the line and the towers.

MR. MATT LANGAN: Okay. Thanks for that question.

And, Your Honor, we'll answer that. We do have a project engineer on the call, Ben Gallay, who may be able to answer that question better than I.

And, Ben, I believe the question is whether there are any restrictions for drone use near the transmission line's alignments, and if there are, what would those be? Ben, are you aware

of any restrictions?

JUDGE TODNEM: Mr. Gallay, it looks like your microphone was unmuted, but we don't hear anything.

MR. BEN GALLAY: Hello?

JUDGE TODNEM: Oh, now we can hear you.

MR. BEN GALLAY: Okay. Great.

Yeah, Matt, there -- we don't have any specific internal-to-Xcel restrictions on drone usage near the power lines. Any FAA or local requirements for drones in outdoor spaces would be complied with.

From a practical standpoint, the hazard's really to the drone, not to the lines. The proximity, especially contact, could damage your equipment and make it inoperable. So I guess fly at your own risk around power lines would be our stance at this point.

MS. BRIDGET KLEIN: Okay. Thank you.

JUDGE TODNEM: All right. I think I saw earlier somebody by the name Amy had indicated an interest in commenting --

MR. SCOTT EK: Your Honor --

JUDGE TODNEM: Yeah, hang on.

If that's still the case, I just

encourage her to raise her hand again. But I also see we have someone named Kim, so if Kim's microphone could be unmuted.

MR. SCOTT EK: You're unmuted, Kim. Please state and spell your name for the court reporter.

MS. KIM BOWMAN: Kim Bowman, B-O-W-M-A-N.

JUDGE TODNEM: All right. Go ahead, Ms. Bowman.

MS. KIM BOWMAN: I have a question. Because I'm looking on the web as well, I do not remember the person who was talking, but about looking at the document that has the map on it with the purple and the blue routes. And I'm also -- I've also looked at the map that's been shown in front of me.

There are red segments on the blue routes -- on the web ones -- and on your webinar there are orange segments. And you said those were the ones that were modified on the blue routes, but the ones on the map online have a red -- have a red line, but they don't indicate all the orange ones on the map in your webinar. So I'm a little confused about the modified portions of the blue line, what they really entail. Does that make sense?

MR. MATT LANGAN: Your Honor, I'll -- this is Matt, I'll take that.

And, Kim, it does make sense. Yes. I know the two maps that you're looking at, and we've got a couple different colors going on there, so let me do my best to explain.

I think, perhaps, the best way that you can learn what the company's preferred route is, the modified blue route, so that would be the presentation map with the blue, with the -- and then the orange segments with the callout numbers on them, so that's part of the presentation. Yeah, and we can get to that on the screen. So this is the -- this is the preferred route map, and the incorporated orange routes there.

We do have a map -- if this is not as legible to you on the presentation tonight, we do have a more detailed map showing those route segment areas and the overall preferred route in my testimony. And so that can be accessed on that eDockets website, and instructions are within the notice that you received for tonight's meeting.

And, then, the document that you would look for is direct testimony from Matt Langan. And the way to find it most easily is everything is

ordered chronologically on the eDockets site, so you would look for that filing on September 6th of 2024.

MR. SCOTT EK: Your Honor.

MR. MATT LANGAN: If I ran through that too quickly, just let me know.

MS. KIM BOWMAN: Okay. So it's 140 pages?

MR. MATT LANGAN: 140?

MS. KIM BOWMAN: Yeah, I think this is the document. I'm not sure.

MR. SCOTT EK: Your Honor, this is Scott.

JUDGE TODNEM: Yes, Mr. Ek.

MR. SCOTT EK: I just wanted to, maybe, provide Ms. Bowman and anybody else that has spoke and had some questions and was looking for answers, you can send me an e-mail. And I will certainly -- and with the questions you have or the document you're looking for, and I will turn around and get you that document as quick as I can.

My e-mail address is S-C-O-T-T, E-K@state.mn.us, and then I'll put that last screen up that also has our e-mails. But, please, if you have questions or are looking for documents that you can't find, I know where they are and I can easily e-mail them to you, so just send me a message.

MS. KIM BOWMAN: Thank you. I think what would be great is if you have a map that you can expand and you can see the street numbers and very -- I mean, like -- almost like Google maps --

MR. SCOTT EK: Oh.

MS. KIM BOWMAN: -- where you can look in and see, do you have one of those?

MR. SCOTT EK: I think Matt -- Matt's probably aching to break in here from Xcel, but Xcel Energy does have an interactive map on their website where you can go in just -- it's built like Google maps. It's very similar where you can zoom into locations, just what you're talking about.

MS. KIM BOWMAN: Okay.

MR. ANDREW LEVI: The Department of Commerce has one, too.

MR. SCOTT EK: Correct, correct.

MR. MATT LANGAN: Kim, I think everybody is motivated to help you out here, and we will make sure that you get the map that you need so you can understand where the preferred route is.

MS. KIM BOWMAN: Perfect. Thank you.

JUDGE TODNEM: All right. Thank you, Ms. Bowman, for your questions and comments.

Are there any others who would like to

make a comment or ask a question at this time? Comments and questions are encouraged, so if you are contemplating whether you want to ask, please do so.

MR. SCOTT EK: Your Honor, I have nobody at this time.

JUDGE TODNEM: All right. Last call for questions or comments at this time.

(No response.)

JUDGE TODNEM: All right. Then, with that, I'll just wrap it up by saying that if you do decide you have a comment you would like to make that you did not make at this hearing, you can submit written comments by 4:30 p.m. on November 25th, 2024. Or you can attend another in-person hearing to make a comment there.

I just want to thank everyone for your time and your attention and interest in this important project, and I appreciate your attendance. With that, we are adjourned. Thank you.

(Public hearing concluded at 7:12 p.m.)

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

REPORTER'S CERTIFICATE

I, Christine Simons, do hereby certify that the above and foregoing transcript, consisting of the preceding 52 pages is a correct transcript of my stenographic notes, and is a full, true and complete transcript of the proceedings to the best of my ability.

Dated November 23, 2024.

/s/ Christine Simons
CHRISTINE SIMONS
Registered Merit Reporter
Registered Professional Reporter

*

*3 (4)
6:14;26:14;31:15;
46:23

A

ability (2)
16:17;18:19
able (12)
11:12;15:6;21:4,14;
26:19;29:18;30:14,
17;33:18;44:11;46:6;
47:20
above (2)
16:1;29:10
accepted (1)
16:3
access (6)
12:19;14:1;18:11;
19:9;34:7,16
accessed (1)
50:20
accompany (1)
21:6
aching (1)
52:9
acquisition (3)
20:8,11;21:21
acre (2)
36:20;37:17
acreage (2)
36:19,22
acres (4)
36:4,6;37:1,16
Act (1)
30:22
actively (1)
15:22
actually (2)
14:8;32:15
addition (2)
11:4;27:9
additional (5)
10:6;11:1;22:23;
25:12;40:11
address (4)
7:11;45:15;46:1;
51:20
addressed (1)
25:9
addresses (2)
18:10;22:24
adjourned (1)
53:19
Administrative (6)
5:12,13,14;6:19;
10:2;12:12
admitted (2)
8:7,8
advisement (1)
7:24
advocacy (1)
7:20
advocate (1)
22:14
aerial (3)
44:11;45:5,14
affiliated (1)
5:16
again (6)
15:8;17:10;24:5;
27:2;35:18;49:1
against (2)
22:14,16
agencies (1)
14:21
agency (1)
5:14
agent (3)
39:13;40:1;44:9
ago (2)
14:10,18
agree (1)
17:5
agricultural (6)
37:24,24;38:5,13,
14;44:17
ahead (7)
27:22;28:5;35:19;
43:2,7;47:9;49:8
alert (1)
26:14
alignment (3)
25:11;42:2,10
alignments (2)
42:7;47:24
allow (3)
38:14,20,23
almost (2)
14:10;52:4
along (8)
10:14;18:7;20:12;
22:5;26:11;29:20;
30:1;38:17
alternative (3)
23:5;25:11;33:25
alternatives (12)
15:16,24,25;16:4,5,
9,11;17:3,8;23:4,5,6
Amy (1)
48:21
and/or (1)
25:12
Andrew (5)
10:17;21:23,25;
22:3;52:15
ANNE (18)
35:22,22;36:2,24;
37:9,11,18;38:1,10;
39:4;40:15;41:1,4,9,
18,20;42:4,13
announced (1)
34:14
answered (2)
7:6;12:21
anticipated (1)
11:24
anymore (1)
35:17
apart (1)
37:1
apologize (2)
32:5,13
appears (1)
30:21
applicant (5)
5:18;6:7;8:1;22:24;
27:7
applicants (2)
15:19;16:15
applicant's (3)
6:22;7:21;22:21
Application (11)
5:4;6:25;7:12;8:4;
9:25;10:11;14:8,9,14,
17;15:20
applications (2)
10:12;22:22
applied (1)
9:6
appointed (1)
8:25
appreciate (5)
30:20;35:3;42:5;
45:20;53:18
approve (2)
13:15;19:4
approved (4)
15:5,7;16:7;18:4
approves (1)
17:20
approximately (3)
9:8;18:5;37:16
area (15)
12:18;13:4;14:20;
15:13,22;19:18;20:4;
21:5;29:10;30:3,4,8;
39:1;41:7;43:25
areas (4)
10:14;39:2;41:25;
50:19
around (4)
24:22;37:19;48:17;
51:18
arrangements (1)
6:3
arrived (1)
14:24
aside (1)
21:7
assembled (1)
16:19
assess (1)
23:12
assigned (1)
6:19
associated (1)
22:10
assure (1)
27:8
A-T-H-E-R-I-N-E (1)
28:3
attend (1)
53:14
attendance (1)
53:18
attendee (1)
46:18
attendees (1)
47:4
attending (2)
12:24;17:16
attention (1)
53:17
audio (3)
38:4,5;39:24
authority (1)
8:22
available (9)
8:11;12:18;17:9;
19:25;23:18;24:1;
33:17;34:3;39:14
avoid (1)
10:8
aware (5)
21:18;30:8;32:6,14;
47:25
away (2)
21:15;44:5

B

back (4)
10:12;20:3;21:17;
24:22
bar (2)
26:6,6
Barr (2)
22:5,20
base (1)
7:24
based (7)
7:13;14:23;16:18;
22:21;23:10;24:12,12
basically (1)
19:17
BEAM (10)
43:5,6,8,9;44:7;
45:6,24;46:1,2,13
B-E-A-M (1)
43:6
Bear (1)
41:7
Becker (1)
13:21
begin (2)
20:11,14
beginning (1)
33:5
begins (2)
18:23;21:21
begun (1)
19:1
behalf (1)
12:11
Ben (5)
47:19,22,25;48:5,7
best (3)
28:23;50:6,7
better (2)
22:12;47:20
beyond (2)
16:1;29:10
bigger (1)
9:22
bit (4)
14:17;17:18;20:17;
45:12
black (1)
41:5
blue (24)
15:1,9,18;16:10,24;
17:1,6;28:10;29:13;
30:1;32:10,11,23,25;
33:13,16;34:5;40:16;
49:14,17,20,24;50:9,
10
both (6)
19:2;21:9;23:18;
25:17;26:20;27:16
bottom (2)
26:6,6
BOWMAN (12)
49:7,7,9,10;51:6,9,
14;52:1,6,14,22,24
B-O-W-M-A-N (1)
49:7
break (2)
23:23;52:9
breaks (1)
36:18
bridge (2)
29:10;32:17
Bridget (4)
47:9,9,12;48:19
B-R-I-D-G-E-T (1)
47:12
brief (1)
12:1
briefly (2)
6:5;35:13
bring (1)
20:3
buckets (1)
23:12
build (2)
18:19;40:5
built (1)
52:11
button (1)
6:13

C

call (6)
17:23;19:5;39:13;46:10;47:19;53:6
called (3)
6:16;13:8;15:23
caller (3)
33:5;35:12;43:1
callers (1)
46:20
call-in (2)
27:24;31:25
calling (2)
16:23,25
callout (1)
50:11
came (1)
15:24
can (69)
6:12,14;7:14;9:18;10:11;11:7;14:6;16:10;17:14;18:22;19:2,3;20:3;21:1,3,12,23;22:1,12,15;23:22;24:6,18,22;25:9;26:2,3,7,9;27:8,21;28:5,12,13,19,21;29:22;31:12,13,14;32:5;33:21;34:1;36:10;38:17,24;39:17;40:6,18;42:7;43:2;45:1;46:12;47:9;48:6;50:8,13,20;51:16,19,24;52:2,3,6,11,12,20;53:12,14
capacity (1)
14:12
capital (1)
35:23
carefully (1)
27:9
case (3)
9:21;30:8;48:25
CATHERINE (11)
28:2,3,8,14,17;29:5,8,14;30:19;31:2,4
caused (1)
43:25
cell (4)
43:12,15,21;44:5
center (1)
18:1
Century (2)
35:13,18
Certainly (5)
21:14;38:24;44:23;45:21;51:16
certificate (7)
7:12;9:7,17;10:5;11:25;22:21;25:5
certificates (1)
8:22
chance (1)
38:7
changing (1)
46:20
Chapter (5)
7:15,16;23:7,7,13
Chapters (2)
23:9,13
chat (13)
26:1,2,9,12,13,17,18,21,22,25;31:13;46:23;47:7
checking (1)
27:15
chosen (1)
45:22
Chris (13)
39:13,14,17,25,25;44:21,24,25;45:3,10;46:7,14,15
C-H-R-I-S (1)
40:2
Chris's (1)
46:3
chronologically (1)
51:1
chunks (1)
23:22
citizens (1)
8:2
city (8)
29:1,4,7;32:12,13,16;33:1,1
clarified (1)
24:10
clarify (1)
37:13
clear (1)
14:1
clearly (1)
5:24
Clearwater (6)
29:1,7,10;32:12,16;33:1
click (1)
26:7
closer (1)
30:2
closes (1)
24:11
Cloud (2)
32:13;33:2
coal-fired (1)
13:23
collect (1)
19:2
collected (1)
19:11
colors (1)
50:5
combination (1)
19:24
comfortable (1)
7:10
coming (4)
22:2;28:6;32:1;44:12
comment (25)
7:9;11:6,18;24:7,10,12;25:3;26:1,10,15;27:4,13;28:6,9;30:20,23;31:7,15,22;35:21;36:1;46:21;53:1,11,15
commenter (1)
42:23
commenting (3)
25:21;47:1;48:22
comments (32)
6:9,13;7:4,7;9:23;11:2,8,9,17;12:20;14:20;21:6;22:23;24:5,6,13,16,18,21;25:2,4,6;27:3,8,10,12;42:19;46:17;52:24;53:2,7,13
Commerce (14)
5:17;6:3,7;8:1;10:18;12:13;15:13;21:24;22:4,4,20;23:20,21;52:16
Commission (33)
5:17;6:6,20;7:23,23;8:3,15,19,20,24;9:1,7,16,19;10:4,6;11:24;13:14;14:9,15;15:5,7;16:3,7;17:20;19:4;20:9;23:19;24:20;25:3,19;27:6;44:2
Commissioners (1)
8:25
Commission's (1)
12:2
communications (1)
19:6
communities (2)
14:18;15:21
compaction (1)
40:12
company (1)
17:7
company's (3)
16:18;34:6;50:8
compensate (1)
18:14
compensation (1)
44:18
complete (1)
34:6
completed (1)
20:16
completely (1)
20:1
complied (1)
48:12
concerns (2)
11:1;25:14
concluded (1)
53:20
conclusions (2)
6:24;11:21
concrete (4)
19:12,14,19;39:2
conditions (3)
10:6;25:12;44:2
conductor (1)
19:23
conductors (1)
38:22
confirm (1)
32:21
confused (1)
49:23
Connection (5)
5:4;9:11;13:8,9;34:1
connections (1)
13:24
consider (2)
6:21;15:17
consideration (2)
30:21;44:19
considered (3)
27:9;33:15;44:10
considers (1)
45:4
consisting (1)
6:23
consists (1)
8:24
construct (1)
15:6
constructed (3)
9:18;20:1;45:9
construction (10)
10:7;18:13,16,23;20:8,14,15,17;21:21;39:6
consultant (1)
22:5
contact (3)
6:2;21:19;48:15
contain (1)
8:13
contemplating (1)
53:3
content (3)
12:16,25;13:2
continue (1)
39:3
control (1)
28:12
convened (1)
5:9
Copies (2)
8:10;23:25
copy (2)
34:13;35:1
correction (1)
32:22
Cosmos (1)
41:5
Counties (2)
5:6;9:10
County (11)
13:18;40:17,17,19,25;41:2,15,22;42:1,12,14
couple (2)
29:6;50:5
course (2)
10:2;36:19
court (6)
5:20;25:18;26:19,23;28:1;49:5
cover (2)
12:16;17:15
created (4)
14:2;18:12;39:10;43:22
creates (2)
11:19;44:4
criteria (2)
7:13;9:20
crop (4)
36:7;39:5;40:7,13
crops (6)
38:17,24;40:3,6,6,13
cross (1)
29:16
cross- (1)
29:15
crosses (2)
28:10,25
crossing (9)
29:24;30:1,4,9,12,18;32:11,15,25
cultural (1)
18:25
cured (1)
19:19
current (2)
10:10;45:13
currently (1)
30:14
cursor (1)
28:13
cut (1)
38:4

D

damage (3)
18:15;40:8;48:15
damaged (3)
40:6,7,12
damages (3)
18:12;39:9;40:14
data (1)
19:11

day (1)
14:11
deal (1)
27:21
debate (1)
22:16
decide (1)
53:11
decision (7)
6:21;7:18,25;8:3;
11:24;20:10;22:25
decision-makers (1)
22:12
decision-making (1)
22:11
decisions (1)
9:19
Department (13)
5:17;6:2,7;8:1;
10:18;12:13;15:12;
21:24;22:4,4,20;
23:19;52:15
depending (3)
13:14;19:16;37:1
depth (1)
19:15
describe (4)
6:5;22:9;28:23;
29:22
description (1)
12:11
designed (1)
15:4
desktops (1)
21:12
detail (3)
9:12;10:18;12:6
detailed (1)
50:18
details (1)
40:22
determine (1)
37:3
develop (1)
6:20
developed (1)
14:16
developments (1)
14:4
diameter (2)
19:15;36:17
diameters (1)
36:5
different (5)
14:14;15:24;16:4;
26:5;50:5
differentiate (1)
16:10
difficulty (2)
34:23,23
direct (7)
16:16,17;24:15,18;
34:7,17;50:24
directly (3)
21:10;40:18;46:9
disappeared (1)
42:24
discuss (1)
46:12
discussed (1)
23:6
discusses (2)
23:3,7
discussing (1)
15:11
distance (1)
37:3
Docket (2)
5:7,7
document (7)
22:11;23:21;49:13;
50:23;51:10,17,19
documents (1)
51:23
done (2)
30:21;44:13
double-circuit (2)
9:9;13:10
down (6)
11:13;13:17;17:18;
21:4;35:17;36:18
draft (21)
10:16,19,22;11:3;
12:14;16:5;22:6,7,8,
13,15,18,24;23:3,18;
24:1,6,9,11,17,19
drain (1)
40:11
drill (1)
21:4
drone (4)
47:15,23;48:9,14
drones (4)
44:13;45:5,12;
48:11
due (1)
40:21
during (9)
10:9;11:18;12:3;
13:1;16:21;18:12;
24:6;39:5;40:5

E

E-002/TL-22-132 (1)
5:8
earlier (1)
48:21
early (2)
19:3,8
easement (20)
17:22;18:2,9,18;
20:8,11;21:20;37:23;
38:13,15,16,18,19,19,
25;39:8;40:4,8,13;
45:4
easements (1)
18:8
easier (1)
23:20
easily (2)
50:25;51:24
east (1)
41:17
eDocket (1)
8:12
eDockets (4)
34:12,15;50:21;
51:1
EERA (3)
8:9,10;23:25
effort (1)
12:17
EIS (24)
10:13,16,19,22;
11:3,16,16,19;12:14;
22:7,8,13,15,18,24;
23:3,18;24:1,6,9,11,
12,17,19
either (5)
15:3;18:1;19:24;
21:19;43:13
EK (23)
8:16,17;25:22;27:1,
15,21;28:11,15,18;
35:9,15;46:25;47:2;
48:23;49:4;51:3,11,
12,13;52:5,8,17;53:4
E-K@statemnus (1)
51:21
electricity (2)
9:1;13:23
Electronically (1)
23:18
else (2)
31:11;51:14
e-mail (9)
11:8;21:9,10;34:24,
25;46:8;51:16,20,25
e-mails (1)
51:22
encourage (7)
7:9;23:12;25:3;
27:3,13;31:21;49:1
encouraged (1)
53:2
end (3)
11:11;21:22;24:23
endanger (1)
45:16
endpoint (1)
13:20
endpoints (5)
13:17,17;14:15;
17:13;20:19
end-to-end (2)
16:8;34:6
energization (1)
20:16
energized (1)
20:2
Energy (21)
5:4,18;8:17,18,23;
9:6,11,12;12:6;13:7,8,
9;15:5;16:2,15;18:13,
18;21:11;33:25;40:2;
52:10
Energy's (1)
9:24
engineer (1)
47:19
Engineering (2)
22:5,20
ensure (2)
7:2;10:7
ensuring (1)
9:4
entail (1)
49:25
entity (1)
18:14
environmental (8)
7:13;9:25;16:6;
18:24;19:9;22:6;25:7,
8
equipment (2)
19:25;48:16
especially (1)
48:15
estate (1)
40:9
estimate (1)
36:21
estimation (1)
17:2
evaluate (1)
14:15
Even (4)
17:17;18:16;21:5,
20
evening (7)
5:2;12:10,16;13:2;
22:2;27:11;43:5
evening's (1)
12:24
everybody (3)
39:17;44:25;52:18
everybody's (1)
26:5
everyone (4)
12:9,23;22:1;53:16
exact (3)
30:8,17,18
exception (2)
8:12;11:22
excuse (2)
13:24;22:22
exhibits (2)
8:6,9
existing (3)
13:24;30:2,9
expand (1)
52:3
expect (4)
20:9,14;43:20;44:6
expecting (1)
20:18
experience (1)
45:14
explain (1)
50:6
explained (1)
20:9
explains (1)
19:7
explanation (1)
28:19
expressed (1)
25:21
extent (1)
7:4
extremely (1)
27:6

F

FAA (1)
48:10
facilities (3)
8:18,18,23
fact (2)
6:23;11:21
fact-based (1)
7:20
fact-gathering (1)
27:5
fairly (1)
7:3
familiar (1)
30:7
far (3)
31:10;37:3;46:2
farmed (1)
38:18
farming (1)
39:3
Farms (2)
35:14,18
feasible (1)
45:8
features (1)
45:23
February (2)
7:1;11:20
federal (1)
14:21
feedback (2)
14:23;15:15
feet (9)
17:25,25;18:5,7;
19:16;36:16;37:1;
43:11;44:5
few (2)
17:15;43:10
field (1)

Virtual Public Hearing
22-131 & 22-132 - 10-29-24

27:22
figure (1)
46:11
file (1)
37:22
filed (6)
8:5;10:12;14:7,9;
15:19;34:18
filing (3)
14:17;34:16;51:2
final (7)
6:21;7:17;8:3;
11:16,16,19;24:12
Finally (1)
6:8
find (4)
20:24;34:21;50:25;
51:24
finding (1)
34:23
findings (2)
6:23;11:21
fine (1)
31:4
first (5)
19:12;25:18;36:3,
14;44:21
five (2)
8:24;24:21
five-hundredths (1)
37:17
flexibility (1)
42:6
fly (1)
48:16
folks (10)
10:24;11:7;12:19;
17:16,23;20:22;
21:17,18;25:23;31:11
follow (1)
24:7
following (2)
29:19;41:14
follow-up (3)
32:20;46:5,6
forever (1)
36:8
forget (1)
44:8
form (2)
7:9;14:3
forth (1)
7:14
found (2)
7:15;16:25
foundation (5)
18:6;36:4,15;37:15;
39:2
foundations (4)
19:13,14,19;36:22
fraction (1)
36:20
frequently (1)
21:1
front (2)
29:2;49:16
froze (1)
38:6
function (5)
26:2,3,12,17;31:13
further (4)
29:25,25;45:17;
46:12

G

gain (1)
21:1
Gallay (4)
47:19;48:2,5,7
Garvin (1)
13:19
gas (1)
9:2
gathered (1)
7:3
gave (1)
36:5
generally (1)
23:8
generation (1)
14:4
gentleman's (2)
44:8,22
geographic (2)
23:10,14
geotechnical (2)
18:25;19:9
gestures (1)
5:24
goes (4)
27:17;31:16;41:17,
22
good (8)
5:1;15:22;21:17;
27:21,23;37:21;43:5;
45:11
Google (2)
52:4,11
government (3)
5:15;8:21;14:22
Governor (1)
8:25
granted (2)
7:22;25:10
Great (4)
31:24;33:8;48:7;
52:2
greater (2)
9:12;10:18
grid (1)
13:24
ground-based (1)
19:25
growing (4)
38:20,21,24,24
grown (1)
38:18
guess (4)
24:15;28:12;46:3;
48:16

H

hand (11)
20:22;26:3,7,8;
27:17;31:11;35:11,
16;46:18;47:5;49:1
hand-raise (1)
31:12
hang (1)
48:24
happen (3)
23:24;26:13;34:13
happy (2)
32:20;46:10
hard (1)
40:21
harvested (1)
38:25
hazard's (1)
48:13
head (1)
5:25
hear (7)
6:6;22:1;38:1;
39:18;45:1;48:3,6
heard (1)
12:20
hearing (9)
5:3;6:12;8:7,8;
11:4;16:16;53:12,15,
20
Hearings (12)
5:13,14;6:1;10:23;
11:5,15,18;12:4,12,
14;27:11;34:14
HEGLIE (22)
35:22,23,24;36:1,2,
24;37:6,9,11,18;38:1,
10;39:4;40:15;41:1,4,
9,18,20;42:4,13,18
H-E-G-L-I-E (1)
35:24
held (1)
10:14
helicopters (1)
19:24
Hello (2)
22:1;48:5
help (4)
28:16;37:12;39:23;
52:19
helpful (2)
20:25;29:7
H-frames (1)
30:5
highlighted (2)
10:20,21
hold (1)
15:13
holding (1)
12:14
honestly (1)
45:12
Honor (16)
25:22;32:2,4,25;
33:21;35:9;36:9;
40:23;43:16;44:20;
47:18;48:23;50:1;
51:3,11;53:4
hours (1)
21:18
human (1)
25:8
Hundred (2)
41:19,20

I

identified (6)
10:9;16:22;17:8,11,
12;22:25
identify (3)
11:1;16:18;33:7
immediate (1)
43:24
immediately (1)
21:15
impact (14)
7:13;9:25;16:6;
22:6;25:7;30:22;
36:22;37:16,19;
43:13;44:11,16;45:7,
22
impactful (4)
15:18;17:2,13;
33:14
impacting (1)
43:14
impacts (14)
10:9;22:9,13;23:7,
9,12;25:8,9;40:11;
43:21,22;44:6;45:5,
18
important (4)
5:22;27:5,6;53:18
importantly (1)
6:8
improve (1)
9:3
improvement (1)
17:6
include (2)
10:6;39:9
included (1)
25:13
includes (3)
7:25;9:21;11:15
including (6)
6:1;7:3;10:8;16:20;
18:24;23:4
incorporated (1)
50:15
indefinitely (1)
36:8
independent (1)
5:14
indicate (4)
6:15;26:18;31:13;
49:22
indicated (1)
48:21
indicating (1)
46:23
individual (6)
14:20;17:21;36:15;
37:10,11;46:19
individuals (1)
22:19
industries (1)
9:2
information (24)
7:3,19;8:13;9:24,
25;10:13,16;11:3,9,
12;16:19;19:3,10;
20:22,25;21:2,13;
22:23;24:9,10;33:20;
34:21;39:15;46:4
infrastructure (1)
18:20
initial (2)
24:21;39:9
inoperable (1)
48:16
in-person (4)
11:5;13:1;27:11;
53:15
input (2)
7:25;11:1
install (2)
19:12,23
instructions (2)
24:8;50:21
intentional (1)
15:1
interactive (2)
30:16;52:10
interest (6)
17:16;21:5;25:21;
47:1;48:22;53:17
interested (4)
8:2;23:15;25:4;
35:8
interfere (2)
29:9;38:22
interference (2)
43:15;44:6
internal-to-Xcel (1)
48:9
interrupt (2)
37:7;39:21
into (14)
7:8;8:6,8;12:10;
14:18;15:13;23:11;

24:11;26:12,22; 34:23;44:19;45:21; 52:12
introduced (1) 13:5
investigate (1) 16:1
investigations (1) 19:1
involved (2) 36:4,6
involvement (1) 12:2
issuance (1) 11:15
issue (7) 8:22;9:16;10:4; 11:21;24:20;25:5; 44:2
issued (3) 6:25;10:17;11:10
issues (4) 22:25;25:14;43:24; 44:4
items (2) 9:23;17:15

J

January (2) 10:12;11:16
job (1) 15:22
joining (2) 12:9;26:13
joint (1) 10:22
JUDGE (48) 5:1,12;6:19;8:16; 10:3,24;11:20,23; 24:24;27:2;30:25; 31:3,6,17,20,24;32:3, 18,21;33:3,7,23;35:5, 11,25;36:11;37:6,12; 38:3,9;39:20;42:17, 22;43:7,18;44:23; 45:2,25;46:16;48:2,6, 20,24;49:8;51:12; 52:23;53:6,9

K

Kandiyohi (4) 5:5;40:17;41:1,2
Kandiyohi's (1) 40:20
keep (2) 26:20,24
Kim (13) 49:2,4,7,7,10;50:3; 51:6,9;52:1,6,14,18, 22
Kim's (1) 49:2
kind (3) 19:16;42:23;44:17
KLEIN (2) 47:12;48:19
K-L-E-I-N (1) 47:13
known (1) 9:11
KOENIG (6) 33:6,10,11;34:20; 35:2,6
K-O-E-N-I-G (1) 33:11
KRISTIN (5) 33:6,10,10;34:20; 35:2
K-R-I-S-T-I-N (1) 33:11

L

lack (1) 40:21
LAGOW (12) 28:2,4,8,14,17;29:5, 8,14;30:19;31:1,2,4
L-A-G-O-W (1) 28:4
land (7) 18:21;37:23,24; 38:12;39:13;40:1; 44:9
landowner (5) 18:3,9,15,20;39:11
landowners (3) 14:21;17:21;20:12
Langan (42) 12:6,8;13:6;28:21; 29:6,12,17;32:2,4,19, 24;33:21,24;34:18, 22;35:4;36:9,12;37:5, 14,21;38:3,7,11;39:7, 19;40:23;41:2,6,10, 24;42:5,16;43:16,19; 44:20;47:16;50:1,24; 51:4,8;52:18
language (1) 18:9
large (1) 8:23
largely (1) 16:25
last (10) 14:8,10;20:20; 25:18;28:3;32:8; 34:18;43:1;51:21; 53:6
Lastly (1) 25:13
late (1) 20:16
later (2) 9:13;10:19
Law (5) 5:12;6:19,24;10:2; 11:21
laws (1) 7:14
learn (3) 12:20;17:17;50:8
least (4) 14:13;17:13;23:1; 44:21
leave (2) 21:16;44:20
legible (1) 50:17
length (3) 13:13,16;14:13
less (3) 15:18;17:2;33:14
Levi (3) 21:23,25;52:15
libraries (2) 24:1,2
limit (1) 24:21
limited (2) 7:6;9:22
limits (2) 29:4;32:16
line (31) 9:9;13:10;14:12; 17:18,22;18:1,4,11; 20:1,16;28:10;30:4,9; 37:2;40:5,16,19,24; 41:8,15,22;42:1,12, 14;43:11,22,25; 45:17;47:15;49:22,24
lines (3) 48:10,14,17
line's (1) 47:24
listed (2) 24:2;34:15
little (7) 9:13;17:18,18; 20:17;26:4;45:12; 49:23
live (1) 23:14
lives (1) 9:3
LOBBY (12) 26:16;27:19,23; 28:5;31:10,18,23,25; 35:13,16;42:25;47:8
local (2) 14:21;48:10
location (5) 13:19;28:25;30:17; 32:9,25
locations (3) 16:11;19:13;52:13
look (8) 19:21;33:19;34:11; 41:7;45:21;50:24; 51:2;52:6
looked (1) 49:15
looking (10) 24:5;27:16;34:17; 40:24;49:11,13;50:4; 51:15,18,23
looks (4) 35:9;41:5;42:23; 48:2
loop (1) 24:22
loss (2) 36:7;39:5
lost (1) 38:4
lot (2) 20:24;45:13
loudly (1) 5:23
low (2) 38:23,24
lowered (1) 46:19
LU (18) 35:22,22;36:2,24; 37:9,11,18;38:1,10; 39:4;40:15;41:1,4,9, 18,20;42:4,13
L-U (1) 35:23
Lyon (3) 5:6;9:10;13:18

M

ma'am (3) 30:7;34:10;41:16
machinery (1) 37:19
mail (1) 11:8
maintain (2) 15:6;18:19
maintenance (2) 18:11,17
making (3) 6:21;9:18;32:15
manages (1) 8:20
manner (1) 7:20
many (3) 36:3,25;37:1
map (24) 16:9;17:8;21:3; 28:10;29:18,21; 30:16;34:3;35:1; 40:16,21;41:8,12; 49:13,15,21,23;50:10, 14,16,18;52:2,10,20
maps (6) 21:5;33:18;34:8; 50:4;52:4,12
March (2) 12:1;20:10
math (1) 37:15
Matt (53) 12:5,8;13:6;21:25; 28:11,18,21;29:6,12, 17;32:2,4,5,19,24; 33:21,22,24;34:17,22; 35:4;36:9,10,12;37:5, 14,21;38:7,11;39:7, 19;40:23;41:2,6,10, 24;42:5,16;43:16,17, 19;44:20;46:8;47:13, 16;48:8;50:1,2,24; 51:4,8;52:8,18
Matter (3) 5:3,18;15:4
Matt's (1) 52:8
may (5) 6:2;10:6;19:5; 21:13;47:20
maybe (9) 28:11,19;29:4,18; 35:17;39:15;44:16; 46:19;51:13
mean (1) 52:4
means (1) 29:4
measures (1) 22:10
Medicine (1) 5:5
Meeker (2) 40:17,24
Meeker's (1) 40:20
meeting (4) 8:4;10:16;12:24; 50:22
meetings (11) 10:13,13;11:15,17; 12:4,14,17;13:1; 15:14;17:16;34:14
members (6) 7:5;21:11;25:1; 31:8,21;35:7
members' (1) 21:11
mentioned (4) 14:7;33:12,17;46:9
menu (1) 9:22
message (4) 6:12;21:16;46:22; 51:25
method (1) 27:13

methods (1)
10:8
MICHAEL (8)
43:5,6,9;44:7;45:6,24;46:2,13
M-I-C-H-A-E-L (1)
43:6
microphone (3)
6:17;48:3;49:3
microphones (1)
39:23
might (4)
26:4;38:22;39:23;45:7
miles (4)
13:15,16;29:2,6
minimize (1)
10:8
minimized (1)
30:23
Minnesota (17)
5:4,16,17;7:15,16;8:19,20;9:11;13:8,9,18,18,20,21;14:11;22:3;33:25
Minnesotans (1)
9:3
minutes (1)
24:22
missing (2)
12:25;24:9
mission (1)
9:3
Mississippi (4)
28:10,25;29:16;30:22
misstated (1)
32:7
mitigate (1)
44:3
mitigated (1)
25:9
mitigation (2)
22:10;23:8
mitigations (1)
23:8
mixed (1)
32:8
MNEnergyConnectioncom (3)
20:24;30:15;34:2
modifications (1)
25:11
modified (6)
16:24;33:13;34:5;49:20,24;50:9
moment (4)
30:15;37:7;38:4;39:21
monetary (1)
45:19
month (1)
34:19
months (1)
14:18
more (7)
6:18;9:22;12:6;44:13,13;45:12;50:18
morning (2)
8:7,8
most (4)
6:8;22:18;23:24;50:25
motivated (1)
52:19
much (4)
9:12;28:6;30:2;35:3
must (1)
9:16
mute (3)
39:15,23;43:1

N

name (21)
5:11;6:15;8:17;13:6;22:3;25:17,18;26:8,11;28:1,2,3;33:8,10;35:20,22;43:4;44:9;47:11;48:21;49:5
named (4)
13:19;14:25;15:8;49:2
name's (1)
39:25
natural (1)
9:1
navigate (1)
21:4
near (7)
13:19,21,25;29:3;47:15,24;48:10
need (12)
7:12;8:22;9:7,17;10:5;11:25;14:13;22:21;25:6;34:7;44:3;52:20
needs (1)
24:9
negatively (1)
43:14
negotiate (4)
17:21;18:2,8;37:22
negotiations (1)
20:11
neutral (1)
7:19
new (3)
9:8;14:3,4
newly (1)
14:2
Next (18)
6:4;10:10;13:3;14:6;16:13;17:14;18:22;20:6,10;22:17;23:2,16;24:4,14;32:6;33:5;42:23;43:1
nice (1)
12:22
N-N-E (1)
35:23
no-action (1)
23:5
nobody (2)
47:4;53:4
north (9)
23:11;29:11;30:10;32:7,12,15,25;41:22;42:3
northern (1)
13:20
note (3)
5:19;12:11;26:16
notice (8)
11:6,10;19:7;24:3,8;25:24;34:13;50:22
November (3)
11:7;31:16;53:14
Number (9)
5:7,7;15:24;17:4;21:9;29:2;33:5;36:6;37:3
numbers (2)
50:11;52:3

O

OAH (1)
5:6
Obviously (1)
45:16
occur (1)
38:14
occurs (2)
18:15;20:2
October (3)
5:8;10:17;14:10
off (2)
38:4;39:14
Office (3)
5:12,13;12:12
often (1)
17:15
Once (3)
19:11,18;20:1
one (19)
5:22;6:1;13:11;15:14;26:16;29:23;31:23;35:11;36:7,24;39:10,21;40:19;41:10;42:8;43:10;47:8;52:7,16
ones (4)
49:18,20,21,22
one-time (1)
39:8
ongoing (1)
18:16
online (13)
10:15;11:4,8;12:15,19,22;15:15;17:9,23;25:23;33:17,20;49:21
only (6)
5:22;7:8;14:20;23:22;26:18;39:6
Ope (2)
35:18;47:8
open (2)
11:7;24:7
operate (3)
15:6;18:19;40:5
operation (3)
10:7;18:16;38:23
operations (1)
39:3
opportune (1)
23:24
opportunities (2)
10:24;12:3
opportunity (2)
10:23;31:16
option (1)
12:23
options (1)
15:16
orange (5)
10:20;49:19,22;50:11,15
ordered (1)
51:1
originally (1)
17:6
originating (1)
13:19
others (1)
52:25
otherwise (1)
23:15
out (8)
12:18,25;14:18;15:13;31:21;36:7;46:11;52:19
outdoor (1)
48:11
outlined (1)
16:12
outreach (1)
14:17
over (5)
8:14;12:5;20:17;21:23;38:12
overall (5)
8:21;11:1;13:13;42:7;50:19
overlaying (1)
29:21
overview (2)
12:1;47:14
own (3)
14:23;16:19;48:17
owner (1)
44:3
ownership (1)
18:21

P

page (1)
21:1
pages (1)
51:7
paid (2)
36:7;40:7
panelists (1)
39:21
parallel (2)
30:6;41:25
paralleling (2)
41:8,11
parcel (1)
18:4
parcels (1)
45:8
part (11)
5:15,21;15:10,12;16:7,16;18:15;27:4;33:16;44:22;50:12
participating (4)
6:14;15:22;22:2;46:24
particularly (1)
25:4
parties (2)
8:2,5
past (1)
45:13
patience (2)
41:12,13
pay (1)
40:10
payment (5)
39:8,8;40:8,8,13
payments (1)
40:3
people (1)
25:20
Perfect (3)
30:19;35:2;52:22
perhaps (3)
6:8;15:17;50:7
period (5)
11:6,18,23;24:7,11
Permit (15)
5:3;6:22,25;7:11,22;8:4;9:8,17;10:5;11:25;22:22;24:20;25:5,10;44:1
permits (1)
8:23
permitted (1)
18:14
permitting (1)
21:20
person (4)

5:23;12:15;15:14;
49:12
perspective (1)
43:13
phone (11)
21:8,10,15;26:14,
14;28:14;30:13;
31:14;33:18;34:11;
46:24
phonetic (1)
35:19
pick (1)
21:15
picture (1)
13:11
pink (2)
16:9,12
places (1)
23:24
planner (2)
8:18,18
planning (1)
42:10
plant (3)
13:21;30:2,11
planted (1)
38:25
plants (1)
14:1
platform (1)
5:10
plea (1)
31:21
please (31)
14:6;16:13;17:14;
18:22;20:6,20;21:16;
22:17;23:2,16;24:4,7,
14,21;25:17;26:18,
24;27:3,25;33:23;
34:24;35:20;36:11;
39:23;43:3,18;46:22;
47:10;49:5;51:22;
53:3
pm (3)
5:9;53:13,20
point (2)
10:21;48:18
pole (3)
18:6;19:19;37:8
poles (2)
37:10,11
popped (1)
42:24
portion (1)
41:14
portions (2)
8:13;49:24
possible (1)
7:5
post (1)
20:23
potential (9)
14:19;16:20;22:9,9,
13;23:7,9;43:13;
44:16
power (6)
13:21,25;30:2,11;
48:10,17
practical (1)
48:13
practice (1)
37:24
preference (1)
15:3
preferred (11)
16:18,23;17:11,12;
33:13;34:7,9;50:8,14,
19;52:21
preferring (1)
17:1
prefiled (1)
8:11
preparation (1)
19:4
prepare (2)
6:23;22:19
prepared (1)
22:6
present (1)
5:20
presentation (7)
9:14;10:19;11:11;
21:23;50:10,12,17
presentations (1)
24:25
presented (2)
7:19;11:3
press (3)
6:14;26:14;31:15
pretty (3)
21:3,17;36:19
previous (2)
20:3;29:19
previously (1)
10:14
primarily (1)
14:2
principal (1)
40:1
print (1)
21:5
printed (1)
23:25
prior (1)
14:17
probably (3)
41:21;45:17;52:9
process (16)
8:21;9:24;10:9,22;
11:14;12:3;15:10,12,
23;16:16;18:23;19:3;
20:18;21:20;27:5;
40:6
Project (49)
5:5;9:11,13,15,18;
10:25;11:2;12:7,10,
18,20;13:4,7,8,9,13,
17,20,22;14:8,14,19;
15:13,21;16:8;17:13,
17,25;18:13;20:12,15,
18;21:11,11;22:7,10,
13,14,16;23:4,6,10;
24:21;25:6,8;44:3,4;
47:19;53:18
project-related (1)
25:14
project-specific (5)
20:23;21:8,9;34:4,
25
proper (1)
10:7
property (3)
18:10;38:17;45:23
propose (1)
14:13
proposed (16)
9:13;10:15,25;12:7;
14:24;15:8;16:2,21;
17:3,6;23:3;25:6;
30:12,17,18;34:3
proposing (2)
13:7;17:10
provide (19)
9:12;10:18,24,25;
11:2,8,12;12:6,19;
16:15;21:13;23:11;
24:6;26:10,10,15;
28:19;39:15;51:14
provided (5)
10:1;11:5;22:24;
32:9;34:8
provides (1)
18:18
proximity (1)
48:15
public (33)
5:2,16;6:1,9,20;7:4,
5;8:8,12,19,20;9:16,
23;10:12,15,22;
12:13;16:21;17:4;
23:19;24:1,2,10,12;
25:1;27:3,4,11;31:8,
22;35:7;44:1;53:20
PUC (7)
8:9,9;12:12;15:12,
17;16:1;23:21
purchase (2)
40:4,4
purple (12)
14:25;15:8,18;
16:10;17:1;29:15,15,
17,24;30:5,12;49:14
purpose (3)
7:18;13:22;22:8
put (5)
26:11;31:21;35:16;
45:19;51:21

Q

quick (4)
26:16;37:15;47:3;
51:19
quickly (1)
51:5
quite (2)
14:16;17:19

R

raise (3)
25:15;26:3;49:1
raised (8)
19:20;26:7,8;27:10;
31:11;35:12;46:17;
47:4
raise-your-hand (2)
6:13;26:12
ran (1)
51:4
range (3)
19:15,16;36:16
rates (1)
9:5
Rather (2)
13:1;15:4
read (1)
23:13
real (2)
26:16;40:9
really (5)
21:4;29:9;40:21;
48:14;49:25
reason (4)
16:24;17:11;39:10,
10
reasonable (1)
9:5
reassure (1)
12:23
received (4)
9:23;11:17;19:6;
50:22
recently (1)
10:17
reception (1)
43:24
recommendation (3)
7:21,24;11:22
recommendations (1)
6:24
record (11)
5:21,22;6:20;7:7,8,
25;8:6,9;9:21;35:21;
47:11
recorded (1)
26:23
red (3)
49:17,21,21
Redwood (1)
5:6
refresh (1)
47:3
regard (1)
32:23
regarding (2)
30:22;47:15
regardless (1)
27:13
region (2)
23:10,14
regions (1)
23:11
regulates (1)
9:1
related (1)
43:10
relevant (2)
7:3;9:19
reliable (1)
9:4
remember (1)
49:12
remind (1)
25:25
remotely (1)
5:9
renewables (3)
13:23;14:1,2
Renville (1)
5:6
replace (1)
13:22
report (8)
6:23,25;7:11,17,18,
23;10:2;11:23
reporter (6)
5:20;25:18;26:19,
23;28:1;49:6
representing (1)
41:25
request (2)
6:22;7:21
required (1)
18:14
requirement (1)
14:12
requirements (2)
25:13;48:11
research (2)
14:23;45:18
resource (1)
18:25
respond (2)
21:12,14
response (3)
11:16;42:21;53:8
rest (1)
13:3
restoration (1)
20:2
restrictions (4)
47:14,23;48:1,9

retains (1)
18:20
retiring (1)
13:23
review (8)
7:6;8:21;10:11;16:14,20,22;23:17;27:12
reviewed (3)
14:19;17:3;27:9
reviews (1)
9:20
revise (2)
24:11;32:8
right (35)
5:1;13:12;19:22;21:15;24:24;25:16;27:2,24;29:21,22;31:6,24;33:3,4;35:5,25;40:24;41:24;42:1,10,17,22;43:3,7;44:7;45:24,25;46:13,16,25;48:20;49:8;52:23;53:6,9
right-of-way (6)
17:22,24;18:21;20:5;38:15;39:3
rights (1)
40:4
risk (1)
48:17
River (3)
28:25;30:1,10
Rivers (1)
30:22
road (4)
42:1,2,8,11
roadway (2)
41:11,15
Rogers (11)
39:13,17,25;40:1;44:21,24,25;45:3,10;46:7,15
R-O-G-E-R-S (1)
40:2
role (4)
5:20;6:5,18;7:2
roll (1)
21:10
rough (1)
47:14
Route (75)
5:3;6:22,24;7:11,22;8:3,23;9:7,17;10:5;11:25;13:14;14:25;15:1,7,9,16,16,16,18,25;16:4,4,8,8,11,18,23,24;17:1,1,3,6,7,7,11,12,13,21;19:4;20:13;22:22;25:5,10,10;29:13,15,15,17,24;30:5,12;32:10,11,23,25;33:13,15,16;34:3,5,6,7,9;37:8;41:14;42:7;44:1;45:22;50:8,9,14,18,19;52:21
routes (19)
10:15;14:14,16,19,24;15:3,4,8;16:20,20;19:2;30:18;33:19,25;43:11;49:14,18,20;50:15
rows (1)
10:21
rule (3)
7:14,16;9:20
rules (1)
7:14
run (1)
34:23
running (1)
38:17
runs (1)
42:3

S

safe (3)
9:4;10:7;38:23
SAM (16)
26:16;27:1,16,19,22,23;28:5;31:10,18,23,25;35:13,16;42:25;47:6,8
same (7)
10:14;12:16;13:2;27:17,19,20;35:12
saw (1)
48:20
saying (2)
32:14;53:10
Scenic (1)
30:21
schedule (2)
10:11;15:11
scope (2)
24:16,17
scoping (6)
10:13,16;15:23;16:21;22:23,25
SCOTT (32)
8:16,17;12:8;13:5,6;14:7;15:10;20:9;25:22;26:25;27:1,15,21;28:11,15,18,21;29:18,20;35:9,15;47:2;48:23;49:4;51:3,11,11,13;52:5,8,17;53:4
S-C-O-T-T (1)
51:20
screen (5)
13:12;29:21;34:12;50:13;51:21
sec (1)
41:10
secret (1)
8:13
section (1)
26:9
seeing (3)
27:20;31:10,18
seeking (1)
18:2
segment (6)
15:25;16:4,11;17:3,7;50:18
segments (6)
15:16;33:15;34:3;49:17,19;50:11
selected (2)
17:4;25:12
selects (1)
13:14
send (6)
6:12;26:2;34:24;46:8;51:16,25
sending (1)
46:22
sense (2)
49:25;50:3
separate (2)
8:4;40:8
separately (1)
40:7
September (2)
34:18;51:2
service (1)
9:2
services (1)
9:5
set (1)
7:13
setback (1)
43:20
setup (1)
26:5
several (1)
23:17
shaking (1)
5:25
share (1)
20:7
shared (1)
13:1
sharing (1)
13:2
Sherburne (2)
5:5;9:10
Sherco (6)
13:21,25,25;30:2,10,11
shift (1)
42:8
shifted (1)
46:20
showing (1)
50:18
shown (2)
16:9;49:15
shows (1)
10:10
side (10)
13:12;18:1;40:19,20,20;42:2,8,11,11,13
sight (1)
43:22
similar (3)
13:11;19:21;52:12
Simons' (1)
5:20
singular (1)
16:8
site (5)
20:2,3;34:12,25;51:1
sites (1)
19:13
situation (2)
19:8;46:11
six (2)
17:5;33:14
size (2)
9:15,16
slide (15)
6:4;10:10;11:10;14:6;16:13;17:14;18:22;19:21;20:6,20;22:17;23:2,16;24:4,14
small (2)
30:9;36:19
smaller (1)
30:3
soil (2)
19:17,17
somebody (2)
45:22;48:21
someone (1)
49:2
sometimes (1)
23:23
somewhere (1)
36:16
Sorry (5)
24:17;28:15;32:3;38:2;42:25
sort (2)
16:1;38:12
sound (1)
41:16
Sounds (1)
27:23
sources (1)
14:4
south (12)
23:11;29:1,3,6,25;30:1;32:7,13,14;33:1;41:22;42:3
southern (1)
29:4
southwestern (1)
13:18
space (1)
44:17
spaces (1)
48:11
span (1)
18:4
speak (10)
5:23;6:11,15,16;25:17;26:19;31:9,12,14;35:17
speaker (1)
43:1
speakers (1)
5:23
speaking (2)
35:8;39:22
specific (3)
19:18;46:11;48:9
specifically (1)
18:10
spell (7)
25:17;28:1;33:8;35:20;43:3;47:10;49:5
split (1)
23:10
spoke (1)
51:14
spoken (1)
26:20
spraying (4)
44:11,13;45:5,14
St (2)
32:13;33:2
staff (1)
6:7
stage (1)
10:23
stages (1)
17:19
stakeholders (1)
14:22
stance (1)
48:17
standpoint (1)
48:13
start (2)
29:25;38:12
state (13)
5:15;14:5,11,21;15:10,12;20:3;25:17;28:1;35:20;43:3;47:10;49:5
statement (6)
7:13;10:1;16:6;22:6;25:7;46:3
State's (1)
16:14
statute (3)
7:14,15;9:20
stay (1)

11:11
steel (1)
19:19
step (2)
15:11;16:14
steps (1)
11:14
still (4)
31:18;38:14,18;
48:25
Street (2)
41:16;52:3
structure (2)
19:13,18
structures (3)
18:5;19:20,20
studied (1)
16:5
submit (2)
11:9;53:13
substation (2)
13:25;30:11
sufficient (2)
12:19;43:20
summarize (1)
7:18
summer (2)
20:15;22:18
suppose (1)
28:16
sure (18)
12:17;20:21;27:16;
30:7;31:2;34:21,25;
35:4;36:14,18,23;
39:17,25;44:24,25;
46:15;51:10;52:20
survey (2)
18:24;19:10
surveys (2)
18:25,25
sustainable (1)
9:4
Suzanne (1)
5:11
system (2)
8:12;23:6

T

tailored (1)
18:9
talk (3)
5:23;23:9;46:10
talked (2)
15:11;20:8
talking (2)
49:12;52:13
tall (2)
38:20,21
team (2)
21:11;22:19
technologies (2)
44:12,17
technology (1)
45:4
telephone (2)
6:14;9:2
temporary (1)
18:12
ten (1)
24:1
ten-megabyte (1)
23:22
terms (5)
20:4;29:12;36:18;
38:13,20
testimony (10)
8:6,11;10:1;16:16,
17;17:9;34:8,17;
50:20,24
Thanks (6)
21:25;26:25;41:11,
13;46:13;47:16
Therefore (1)
5:22
though (1)
17:17
thought (1)
15:25
throughout (6)
9:24;13:3;14:19;
15:21;20:12;21:19
tile (1)
40:11
timeline (1)
20:9
Today (3)
5:8;6:2,5
TODNEM (45)
5:1,11;8:16;10:24;
11:20;24:24;27:2;
30:25;31:3,6,17,20,
24;32:3,18,21;33:3,7,
23;35:5,11,25;36:11;
37:6,12;38:3,9;39:20;
42:17,22;43:7,18;
44:23;45:2,25;46:16;
48:2,6,20,24;49:8;
51:12;52:23;53:6,9
Todnem's (1)
11:23
toll-free (1)
21:8
tonight (6)
17:24;19:5;24:15;
28:7;39:13;50:17
tonight's (1)
50:22
took (2)
14:20;22:18
total (5)
13:15;17:5;36:21,
22;47:3
tower (4)
43:12,15,21;44:5
towers (2)
37:4;47:15
town (1)
13:19
track (1)
26:20
trade (1)
8:13
transcript (1)
6:1
transmission (10)
9:9;13:10;17:22;
18:3,6;30:4,9;40:5;
43:25;47:24
trees (1)
38:21
true (1)
39:1
try (2)
23:11;45:15
trying (1)
43:1
turn (8)
6:16;8:14;12:5;
21:23;25:16,19;33:4;
51:18
two (8)
14:13,24;15:3,4,8;
35:23;36:3;50:4
two-year (1)
20:17
type (4)
19:17,17;26:17,21
typo (1)
24:18

U

ultimately (4)
15:5;16:3,6;17:20
under (1)
7:24
unfortunately (2)
29:20;32:7
UNIDENTIFIED (3)
37:10;41:17,19
unique (1)
23:13
unit (1)
8:21
units (1)
14:22
unmute (2)
35:19;43:2
unmuted (6)
6:17;27:25;47:10;
48:3;49:3,4
up (17)
11:11;15:24;21:15;
23:11,23;27:18;
30:10;32:8;34:12;
35:18;37:19;40:24;
42:24;44:12;45:15;
51:22;53:10
upload (1)
23:22
upon (1)
37:1
usage (1)
48:10
use (13)
5:24;6:12,13;13:24;
26:3;31:12;37:24;
38:5,13,14;40:9;
47:15,23
used (2)
22:11,15
user (2)
27:24;31:25
user-friendly (1)
21:3
using (3)
5:10;19:24;46:23
usually (1)
26:6
Utilities (7)
5:16;6:20;8:19,20;
9:16;23:19;44:1
utility (1)
9:4

V

validity (1)
44:16
valuation (1)
45:4
valuations (2)
44:10,18
value (4)
43:13,14;44:10;
45:19
vegetation (2)
38:21,24
verbally (3)
26:24;28:24;29:22
via (1)
11:8
video (1)
29:21
view (1)
23:20
virtual (3)
12:22,24;21:3
voluntary (2)
19:7,8

W

waiting (1)
41:13
wants (1)
5:25
watching (1)
29:20
way (4)
7:8;18:7;50:7,25
ways (1)
23:17
web (2)
49:11,18
Webex (3)
5:10;6:12;26:2
webinar (2)
49:18,23
webpage (1)
23:21
webpages (1)
23:20
website (12)
20:23;21:7;23:22,
25;30:15;34:1,4,11,
15;46:8;50:21;52:10
week (2)
13:3,3
weighs (1)
9:19
welcome (2)
5:2;25:2
west (6)
41:4,17;42:2,11,11,
13
whatnot (1)
44:14
whole (2)
9:20;39:11
width (2)
17:25;38:16
wind (1)
14:3
wire (1)
19:23
wires (1)
38:22
wish (1)
31:9
within (11)
18:21;20:4;21:17;
32:16;38:14,15,18,25;
39:2;43:11;50:21
without (1)
7:20
wondering (6)
36:6;43:10,12;44:9,
18;47:13
wood (1)
30:4
woody (1)
38:21
words (1)
35:23
word-wise (1)
28:20
work (4)
18:24;19:1;20:2;
22:3
working (2)
38:7;41:12
worth (1)
38:16

wrap (1)
53:10
writing (1)
7:7
written (7)
11:6,18;21:6;26:21;
27:12;31:15;53:13

X

Xcel (17)
5:18;8:10,10;9:6,
12,24;12:6;13:7;15:5;
16:2,15;18:13,18;
21:11;40:1;52:9,9

Y

year (4)
14:8,10,10;20:10
Yellow (1)
5:5

Z

zoom (1)
52:12

0

05 (1)
37:16

1

1 (3)
8:9,9,10
1,000 (4)
18:5,7;43:11;44:5
12 (2)
14:18;36:16
12-feet (1)
19:15
13 (3)
8:9,10;23:9
140 (2)
51:7,8
150 (1)
17:25
150-foot (2)
18:2;38:16
15-day (1)
11:22
171- (1)
9:8
174-mile (1)
9:8
175 (1)
13:15
180 (2)
13:15,16

2

20 (2)
8:10;19:16
200 (1)
41:18
2024 (4)
5:8;31:16;51:2;
53:14
2025 (2)
7:1;12:1
2026 (1)
20:15
2028 (1)
20:17
210th (2)
41:16,20
216E (1)
7:15
23-2500-39782 (1)
5:7
24 (1)
21:17
25 (2)
22:19;47:3
25th (3)
11:7;31:16;53:14
29th (1)
5:8

3

320-241 (1)
27:25
345-kilovolt (2)
9:9;13:10

4

4 (1)
23:7
4:30 (1)
53:13

5

5 (1)
23:7

6

6 (1)
23:9
6:00 (1)
5:9
60 (1)
19:16
63 (2)
16:4,8
651-180 (1)
43:2
6th (3)
7:1;34:18;51:2

7

7 (1)
36:16
7- (1)
19:15
7:12 (1)
53:20
75 (1)
17:25
7850 (1)
7:16

8

808 (1)
43:2

9

920- (1)
32:1
920-738 (1)
33:5

Litchfield Public Hearing Transcript

PUBLIC HEARING - LITCHFIELD - 22-131 & 22-132

BEFORE THE OFFICE OF ADMINISTRATIVE HEARINGS

OF THE STATE OF MINNESOTA

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION

In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties in Minnesota

OAH DOCKET NO. 23-2500-39782
PUC DOCKET NO. E-002/TL-22-132

Litchfield Opera House
Litchfield, Minnesota

Met, pursuant to Notice, at 11:00 a.m. in the morning on October 30, 2024.

BEFORE: Judge Suzanne Todnem

REPORTER: Janet Shaddix Elling, RPR

APPEARANCES:

HALEY WALLER PITTS and LISA AGRIMONTI, Attorneys at Law, Fredrikson and Byron, hwallerpitts@fredlaw.com, lagrimonti@fredlaw.com, appeared for and on behalf of the Applicant.

XCEL ENERGY: Matt Langan

EERA STAFF: Andrew Levi

PUC STAFF: Scott Ek

WHEREUPON, the following proceedings were duly had and entered of record, to wit:

I N D E X

SPEAKER	PAGE
Judge Todnem	4
Scott Ek	7
Matt Langan	12
Andrew Levi	20
Linda Linz	24
Brian Rosenow	27
Lisa Newberger	29
Erin Donnay	31
Joel Gratz	35
Joe Loch	37
Ken Schmeling	41
Fred Miller	43

JUDGE TODNEM: All right. Good morning. I'd like to welcome you to the public hearing In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood and Lyon Counties.

This is OAH Docket Number 23-2500-39782 and PUC Docket Number E-002/TL-22-132.

Today is October 30th, 2024 and it is about 11:00 a.m. We have convened at the Litchfield Opera House, 136 N Marshall Avenue, in Litchfield, Minnesota.

My name is Suzanne Todnem and I'm an Administrative Law Judge with the Office of Administrative Hearings. The Office of Administrative Hearings is an independent agency in state government. It is not a part of or affiliated with the Minnesota Public Utilities Commission, the Minnesota Department of Commerce, or the Applicant in this matter, Xcel Energy.

At this time, I'd like to point out that we do have a court reporter present. Ms. Shaddix's role is to record everything that is said as part of the record. Therefore, it's important that only one person speak at a time, that the speakers talk

loudly and clearly, and you do not use gestures such as shaking your head.

If anyone wants to see a transcript of the public hearings, you may contact the Department of Commerce to make arrangements.

Today I will briefly describe my role, and you will hear from the Commission, from the Applicant, and the Department of Commerce staff. And then, finally, and perhaps most importantly, we'll have time for you, the public, to make comments or ask questions.

If you would like to speak at this hearing, there was a box to mark that indication on the register sheet at the doors where you entered, or you can raise your hand when I open the floor. I will call names of the persons on the registration sheet first. When it is your turn to speak, come to the front, state and spell your name, and then begin with your questions or comments.

As the Administrative Law Judge, I have been assigned to preside over this hearing to compile a record for the Public Utilities Commission to consider in making a final decision on the Applicant's request for a route permit and to prepare a report consisting of findings of fact,

conclusions of law, and recommendations on the route permit application. My report will be issued on or about February 6th, 2025.

My role is also to ensure that all relevant information is gathered fairly, including comments from the public. And that to the extent possible, questions from members of the public are answered.

Because my review is limited to the record, the comments you make here or in writing are the only way to get them into the record. So I encourage you to comment in whatever form you are comfortable.

My report will address the route permit application, the certificate of need, and the Environmental Impact Statement based on criteria set forth in statute and rule. Those rules and laws can be found in Minnesota Statute 216E and Minnesota Rule Chapter 7850.

My report, however, is not a final decision. The purpose of my report is to summarize all the information presented in a neutral and fact-based manner without advocacy and to give a recommendation as to whether the Applicant's request for a route permit should be granted by the

Commission.

The Commission will take my report and recommendation under advisement and base its decision on the record, which includes input from the Applicant, the Department of Commerce, interested parties, if any, and from citizens. The Commission will make a final decision at a separate meeting.

All right. The parties have already filed some testimony and exhibits that have been received into the record at the first public hearing, which was held yesterday. I have received Exhibits PUC 1 through PUC 13; EERA 1 through EERA 13; and Xcel 1 through Xcel 20. Copies of the prefiled testimony are available to the public through the eDocket system, with the exception of portions that contain trade secret information.

And, with that, we can begin with the Commission.

MR. SCOTT EK: Thank you. Good morning.

My name is Scott Ek, I'm an Energy Facility Planner with the Minnesota Public Utilities Commission.

The Minnesota Public Utilities Commission manages the overall review process and is the

government unit with the authority to issue a certificate of need and route permit for a project of this size.

The Public Utilities Commission consists of five commissioners appointed by the governor. They regulate electricity, natural gas, and telephone service in Minnesota. And the mission of the Commission is to improve the lives of all Minnesotans by ensuring safe, reliable, and sustainable utility services at just and reasonable rates.

So we're here today because Xcel Energy has applied to the Commission for a certificate of need and a route permit for a new approximately 175- to 180-mile 345 kilovolt double-circuit transmission line between Sherburne and Lyon Counties. It's also known as the Minnesota Energy Connection Project.

And so for a project of this size, the Public Utilities Commission must issue a certificate of need and a route permit before the project can be constructed. So when we get to the end of this process, you know, in making the decision, the Commission weighs the relevant criteria in rule and statute and reviews the record of the case, which includes but is not limited to -- these are more of

the bigger ticket items -- but the public comments that are received throughout the process, information supplied by Xcel Energy in its applications, information in the Environmental Impact Statement that was prepared, testimony and, of course, the report of the Administrative Law Judge. So the Commission, you know, that's considered the entire record and they look at that before making decisions.

So if the Commission does issue a certificate of need and a route permit, the Commission may include special and additional conditions in those -- in the certificate or the route permit to ensure proper and safe construction and operation and methods to minimize or avoid identified impacts. You know, we have a base permit, but sometimes because of this process certain impacts are identified and the Commission will add special conditions as the record dictates.

And Xcel Energy will provide greater detail on the proposed transmission line project a little later in this presentation.

This next slide shows the current application review schedule. As you can see, applications were filed back in January, and public

information and EIS scoping meetings were previously held in areas along the proposed route. Those were to inform the Environmental Impact Statement.

A Draft EIS was recently issued in October last -- or, yeah, this month here, a little earlier this month. Andrew with the Department of Commerce will provide a little greater detail on the Draft Environmental Impact Statement later in the presentation.

So we're now at the point in the process, it's the orange rows that are highlighted, so we're at the joint Draft EIS meetings and public hearings. And as Judge Todnem said, this is an opportunity to provide folks -- or this is an opportunity for folks to ask questions about the proposed project, provide additional input, identify concerns with the overall project, and provide comments about the information presented in the Draft EIS.

In addition to these in-person meetings and hearings, there is also a written comment period that's open until November 25th, and folks can provide comments by letter, email, or online. Information on how to submit comments are in the notice that were handed out, and there's information on the front desk when you walked in. There will be

a slide up at the end of this presentation that will provide that information as well.

I should say that the same information is being presented at all these in-person meetings and the online meeting we had, so you would only need to attend one of these meetings because all the information is the same.

The comments we receive verbally and comments we receive written all hold the same weight. So if you prefer not to speak and would rather send in a letter, it's fine, they're both treated the same.

And so moving on, you know, once the comment period closes for the meetings and hearings, the Final EIS, which will respond to the comments on the Draft EIS, will be issued in January. In February, as Judge Todnem said, she will issue her findings of fact, conclusions of law, and recommendation. And after a 15-day exception period to the Judge's report, the Commission is anticipated to make its final decision on the certificate of need and route permit in March 2025. So that's when a final decision would be made on this project, is in March.

So, with that, I think I'll turn it over

to Matt Langan with Xcel Energy for a little more detail about the project.

Thank you.

MR. MATT LANGAN: Thanks, Scott.

Thank you, Scott. And thank you, Your Honor, and thank you, everyone, for joining today, especially in this really great space.

I've been to a lot of public hearings and talking without this type of ambiance. So, thanks.

My name is Matt Langan. I work with Xcel Energy. And we are the project proposers for the Minnesota Energy Connection Transmission Line Project.

We're going to walk through some of the project details for you. Both what the project is, what some of the timelines are, how we make decisions in our routing choices, and then some of the details around easement acquisition and construction timelines. So that's what I hope to cover here today.

As I work through that, if you do have questions, you'll have an opportunity to ask those either at the microphone during the hearing, or certainly I'll be available after to answer any questions that you may have.

The Minnesota Energy Connection Project is a double-circuit 345 kilovolt transmission line. It looks very similar to the picture on this slide, on the right-hand side. Some of the dimensions of the project height of those structures is approximately 140 feet in height. The right of way that's required to construct, operate, and maintain the line is 150 feet in width, so that's 75 feet on either side of the project site. And then the span between structures, so the space between structures is typically about 1,000 feet, so think about five structures per mile.

The overall length of the project, as Mr. Ek indicated, is 175 to 180 miles between project end points. Those end points are near Becker, Minnesota as a northern end point near our Sherco Power Generating Plant at an existing substation, and the southern end point is near the town of Garvin, about 15 miles south of Marshall, Minnesota.

The purpose of the project is to replace coal-fired electricity with renewable energy sources, such as wind and solar, and use our existing grid connection in Becker, Minnesota to replace that coal-fired generation.

So in terms of the routes that we, Xcel Energy, have proposed. We filed a route permit application actually a year ago today. And that is -- that was filed where we filed a couple different routes. Those routes were named the purple route and the blue route.

What we did to arrive at those two route proposals was to have several months' worth of public outreach and posted open houses to get feedback on a whole number of route segments, and route alternatives within the project area to gain feedback from landowners, local units of government, to gain feedback from state and federal agencies, and other stakeholders. And we took all that information and sought to identify the two least impactful routes between the project end points.

And so you're aware, in the state of Minnesota, for a project of this length and this capacity, we're required to propose two different routes between project end points. Importantly, we named those routes the blue and the purple route. We did not name them 1, 2 or A or B because we didn't want to create an impression that we had a preferred route at that time. What our job was was to propose two routes that we know we would

ultimately would be able to construct and operate and maintain. And so no matter which route the Commission approved, we need to know we could do that. So, hence, we proposed the purple and the blue route in our route permit application in October of last year.

An important step in the state of Minnesota's review process is after we submit an application, the state comes out and asks the public for additional route segments or entire routes beyond -- or different than what Xcel Energy proposed. That you, the public, think is less impactful than what Xcel Energy proposed.

And so that process was held earlier this year. Communities throughout the project area did an outstanding job of participating in that scoping process. That's what is called a scoping process. And it proposed a number of route segment alternatives.

63 individual route segment alternatives were accepted by the state in the scoping of the EIS. What that means is that they're going through the state to evaluate the impacts of those route segment alternatives just like they will the proposed routes by the company, but those route

segments are eligible to be approved by the Commission when they are assembling an end-to-end route. So all these route segments are in play.

So as we move forward in the process now that we've scoped not only the routes that are proposed by Xcel, but the -- I don't want to make a move on my computer. I'm sorry. There we go. Catching up.

So one next step in the process, then, after we have accepted the public scoping routes and evaluated Xcel Energy routes, Xcel Energy is part of the hearing process and needs to provide testimony throughout the process. And we had a deadline of September 6th to provide our initial direct testimony.

And as part of that testimony, the Applicant is asked to identify a preferred route. So it was time for us to evaluate and be able to state what Xcel's preferred route is. So we did that and we filed testimony on September 6th. And what we are calling our preferred route is also the modified blue route.

So what we found in our analysis as applicants, is that a blue route has less impacts on balance than the purple route. But we call it the

modified blue route because there were public scoping alternatives that we agree were less impactful than the route of our proposed routes in that area. So there are six distinct route alternatives that were recommended by the public that we are now incorporating into our preferred route because we think that represents the least impactful route between project end points.

So we proposed our preferred route. There's still lots and lots of process left, review process left in the state. So we want to make sure that folks are still participating in the process, submitting comments to the Administrative Law Judge and the state by November 25th, so that your voice is continued to be heard.

What I want to do right now is just take a couple moments to talk about what happens next after the Commission would approve whichever route they're going to approve.

So one of the first steps that we would take is we would negotiate directly with each landowner where we had facilities on their property to gain an easement acquisition. The easement acquisition, the language in that will be specific to each property. It addresses, you know, access,

it addresses any crop damages or crop loss temporarily for construction purposes. You know, that's an Xcel policy. But we'll also be held to that by the route permit that gets issued by the Commission.

The easement will provide Xcel Energy very simply the ability to build, operate, and maintain the right of way and the infrastructure. And then to be clear, this is an easement that we would acquire from the landowner who still retains ownership of that right of way, of that 150-foot right of way.

The steps then after easements are acquired in the construction process are that we'll do some environmental survey and geotechnical survey work and investigations. We are asking for voluntary access early, even before a route gets approved, so we can get ahead of the game with that survey investigation work. We're doing that on both the blue and purple routes currently. So if somebody has received notice of that, that's a voluntary thing if you choose to grant access or not.

After the initial investigations and survey work, the concrete foundations would be

installed. The dimensions of the concrete foundations are between seven and 12 feet in diameter and at a depth of between 20 to 60 feet depending on the substrate, so just to give you an idea what the dimensions of those concrete foundations are. And then once those appear to be installed, then those steel structures on top of those foundations. And after the structures are in place, we string our conductor, wire. And we can do that using a combination of whether it's helicopters if the space is right for it or ground-based equipment. And after the line is constructed and is energized and is in operation, then site restoration work begins.

So those are the steps in the construction process. The timeline for all of that, as Scott mentioned, we expect -- again, sorry.

The timeline for that is we expect a decision in March of 2025, use the remainder of that year to acquire easements. We expect construction work to begin in the summer of 2026 and be complete in late 2028. So about a two-plus year construction process there.

And, finally, last slide. Throughout this, whether we're in state review or we're after a

Commission decision is made, we have project team representatives that would be happy to answer any questions that you have, provide any information that you need. We do have a project website, project-specific website at mnenergyconnection.com, lots of project information there. Also, we have a pretty user-friendly interactive map that you can use to really focus on your area of interest. So I encourage folks to visit that website.

And then if you do want to contact a project representative, we have a toll-free phone number that is project specific and an email address that is project specific and rolls right to the desktop of myself and other project team members. If we're not there to pick up the phone right away, please leave a message. We're pretty good I think on getting back in at least 24 hours to address any questions or provide any information that you need.

And, with that, I will turn it over to Andrew with the Department of Commerce.

Thank you.

MR. ANDREW LEVI: Hello. Thank you for coming today. My name is Andrew, I work with the Minnesota Department of Commerce.

The Department of Commerce along with

Barr Engineering, our consultant for this project, prepared the Draft Environmental Impact Statement, or the Draft EIS. The purpose of the Draft EIS is to describe potential impacts as well as potential mitigation measures associated with the project.

It is not a decision-making document, but it is used by decision-makers so they can understand potential impacts from the project. The Draft EIS does not advocate for or against the project. The information in the Draft EIS can be used to question and debate the project.

The Draft EIS took us most of the summer to prepare by a team of about 25 people. It is based on the Applicant's certificate of need and route permit applications, your spoken comments, additional information provided by the Applicant, and our own analysis. We believe the Draft EIS addresses those issues identified in the scoping decision.

The Draft EIS discusses the proposed project and alternatives to it, including the no-action alternative. These alternatives to the project or system alternatives are discussed in Chapter 4. Chapter 5 discusses potential impacts and mitigation generally, while Chapter 6 through 13

talk about potential impacts based on geographic region, with Chapter 16 for the south and Chapter 13 for the north. I obviously encourage you to read the entire document, but you can read, of course, just the chapter or chapters that are unique to the geographic area where you live or are otherwise interested in.

There are several ways to review the Draft EIS electronically. It's available on the Public Utilities Commission and Department of Commerce web pages. I will say it is easier to review on the Commerce web page. There's additional project information on that page as well, including an interactive map.

Today there are a limited number of flash drives available out front if you'd like to not have to read the document on the Internet or download it. Courtesy copies of the Draft EIS are available for review. There are a couple copies at the back of the room. And you can also find the Draft EIS in more than ten public libraries. Those libraries are listed on the notice.

So as part of this dual meetings of the public hearing and the meeting on the Draft EIS, we, the Department of Commerce, are looking for comments

on the Draft EIS during this open comment period. Please follow the instructions on the notice and tell us if you think the Draft is missing any information or needs information clarified.

After the public comment period closes, we will revise the Draft EIS and issue a Final EIS based on your public comments.

And just a reminder about commenting today. Please show respect of others. Reasonable people often disagree. One speaker at a time. Janet can't take down two individuals speaking at once. Please, before you begin speaking, state and spell your name for the court reporter.

And direct your comments to -- I apologize, do not direct your comments towards the copy of the EIS, but towards the Draft EIS itself as well as any other comments you have about the project.

And please limit your initial comments to five minutes, and if there's time, we can move back to you.

JUDGE TODNEM: All right. Thank you for those presentations.

Now is the time for members of the public to make comments or ask questions. I welcome and

encourage you to comment.

The Commission is particularly interested in comments about whether they should issue a route permit and certificate of need for the proposed project. Comments on the Environmental Impact Statement, the human and environmental impacts of the project and how can the impacts be addressed or mitigated. If the route permit is granted, which route alternative, alignment, modification should be selected, and/or what additional conditions or requirements should be included. And, lastly, are there any other project-related issues or concerns.

All right. So I do have one person who has indicated interest in commenting on the register sheet.

I have Linda and Bob Linz.

MS. LINDA LINZ: Linda Linz.

JUDGE TODNEM: If you can come forward to the microphone and state and spell your name.

MS. LINDA LINZ: Linda Linz, L-I-N-D-A, last name, L-I-N-Z.

Paul and I just have one additional question. Once, assuming it's constructed, and we have farmland, with the easement in play are you able to farm within that easement area or are you

restricted in that easement space?

MR. MATT LANGAN: Your Honor, I can answer that question.

JUDGE TODNEM: Yes, please.

MR. MATT LANGAN: Thank you for that question because I think you are probably not the only person in the room wondering about that, so thanks for asking.

Within that easement area, farming operations can still continue, yes. I will say, in terms of some of the restrictions that we would have within that easement, typical restrictions, we would not allow tall-growing trees within there because that would impact the safe operation and ability to maintain the line. But we have transmission easements, of course. Throughout the state of Minnesota and the Upper Midwest, row crop agriculture farming operations still continue within that right of way and that will be a standard condition of the easement.

MS. LINDA LINZ: Okay. Thank you.

And one quick question I missed. When would the construction start, in '25 or '26?

MR. SCOTT EK: Scott Ek with the PUC.

The Commission will decide on this in

March. So should the Commission issue a certificate of need and a route permit in March or April, and an order will be issued in April.

And, Matt, can you comment on your schedule?

MR. MATT LANGAN: Yes. Thank you, Your Honor.

We expect construction to begin in the summer of 2026 and then extend through fall or late 2028.

MS. LINDA LINZ: And I ask that question because we rent our land out now, so as we're dealing with a renter we want to make sure we fully disclose and understand what the impact is.

MR. MATT LANGAN: Understood.

MS. LINDA LINZ: Okay. Thank you.

JUDGE TODNEM: Thank you.

All right. Are there any others interested in commenting or have questions?

Any comments? If you're contemplating that you might or might not want to make a comment, I strongly encourage you to do so.

I'm just going to check. Are there any other sign-in sheets that may have indicated -- oh, I see two hands up.

Okay. We'll start up in the back and then if you could come forward and state and spell your name.

MR. BRIAN ROSENOW: Thank you, Your Honor.

My name is Brian Rosenow, B-R-I-A-N, R-O-S-E-N-0-W.

Just a couple of questions. The payments. Is it just a flat out, going to be a one payment lease and there's no other options on the table?

MR. MATT LANGAN: Your Honor, we can answer that question. I'm going to ask for -- we have our principle land agent on the project here to answer the question, and he's Chris Rogers and he's going to come forward and answer the question.

JUDGE TODNEM: Thank you.

MR. CHRIS ROGERS: Chris Rogers, C-H-R-I-S, R-O-G-E-R-S, principle land agent with Xcel Energy.

That would be the type of agreement we have with you. So it wouldn't be a lease, it's an easement, and that easement is perpetual. It would be a recorded document that we use in this area and rates with that and it would be a one-time payment

for that easement.

Further questions?

MR. BRIAN ROSENOW: I will just comment.

We have a current line on our land, it was built in the '70s, it's a big line, which was a one-payment deal. That's two generations ago.

Just -- there's no compensation for future farms. Have you ever thought of paying annual payments so that future problems, farmers have a chance at least to recoup a little bit? I know that line money has already been spent, like I said, two generations ago. And I know a family of mine, a family member of mine has a billboard on his land, and it seems to be about the same type of deal, where you're using the land for that same, you know, you can't run over it, go past it. It seems like it would be something that should be brought up to make payments annually for future farmers.

That's all I really wanted to cover.

JUDGE TODNEM: Thank you very much, Mr. Rosenow.

MR. BRIAN ROSENOW: That's all I wanted to say. Thank you.

JUDGE TODNEM: I saw another hand up towards the back.

Ma'am, if you want to come forward.

MS. LISA NEWBERGER: Lisa Newberger, N-E-W-B-E-R-G-E-R.

Considering if this is granted and it does go through, how long do you expect the power line to be in use?

MR. MATT LANGAN: Your Honor, I'll take that question.

JUDGE TODNEM: Yes, please.

MR. MATT LANGAN: Thank you for the question. Again, there are probably others who are interested in the answer, too.

When we construct a double-circuit 345 with concrete foundations and rebar and COR-TEN steel, we construct that for the life of 60 years. So that is 60 years. However, we often find that our facilities, with regular maintenance, that we expect them to outlast that 60-year time frame and can be, you know, we have facilities and infrastructure that are 100 years old. And so that's the answer, it is constructed for a 60-year time frame, but they can last longer.

MS. LISA NEWBERGER: Then to pay you back, on Mr. Rosenow's comment, you were giving one payment at today's market value when it will impact

generations at least 60 to 100 years of future landowners. That does not seem to be reasonable. And a yearly payment seems to be the most beneficial for the landowners in compensation for that access.

So then my question is, is once the power line is no longer in use 60 to 100 years from now, what would be the plan for those unused power lines, the poles? On the basis that they are going 20 to 60 feet into the ground and is it possible for that land to be restored to where it is currently so it can be fully used again?

JUDGE TODNEM: Mr. Langan.

MR. MATT LANGAN: Scott, did you want to provide a comment? I think I know where Scott is going to go.

MR. SCOTT EK: I can. Ms. Newberger, the permits, the basic permit structure that we have does require that at the end of life of a transmission line that those structures would need to be removed. And, yes, it would be -- yes, removed, and the land rehabilitated to what it was prior to. So that's a standard that's been put in the permits.

And maybe Matt at Xcel can go into maybe more of the details of what and how they do it.

MS. LISA NEWBERGER: Thank you for your time.

JUDGE TODNEM: Thank you.

Did you want to add anything?

MR. MATT LANGAN: That was a perfect answer.

JUDGE TODNEM: Thank you.

I saw one other comment up here.

MS. ERIN DONNAY: Good morning, Your Honor.

Erin Donnay, E-R-I-N, D-O-N-N-A-Y.

All right. If these lines are crossing my property and I don't want them on there, am I a defendant in this case?

JUDGE TODNEM: I'm not sure what you mean by defendant.

MS. ERIN DONNAY: So this is a hearing, correct?

JUDGE TODNEM: I'm sorry, could you --

MS. ERIN DONNAY: This is a hearing, correct?

JUDGE TODNEM: Yes, this is a public hearing, meaning it is for information-gathering purposes.

MS. ERIN DONNAY: So if a verdict and

opinion is being given, isn't this a case then?

JUDGE TODNEM: So this is an administrative law case, which is going to be different from, say, a criminal case that would involve a party such as a defendant. So in this case we have parties who are the Applicant, the Department of Commerce, and then my role as the independent adjudicator, and that ultimately the Commission will make a determination of whether an administrative decision -- whether a certificate of need and route permit should be issued and, if so, what conditions and, you know, details and things like that.

MS. ERIN DONNAY: So then what are we as landowners considered in this case?

JUDGE TODNEM: So you are I guess interested parties, would be, I guess, one term. If the line is going over your land and you do not engage or enter into an easement with the Applicant if this is approved, then there would be other recourse for you to take, and I'm thinking it would be a condemnation case, and that would be handled by district court.

MS. ERIN DONNAY: So then are we a defendant in this case?

JUDGE TODNEM: No.

MS. ERIN DONNAY: Okay.

JUDGE TODNEM: Mr. Ek.

MR. SCOTT EK: Thank you, Your Honor.

I don't know if I should bring this up because I believe, and I haven't found it, but there is an opportunity to intervene as a party in these proceedings. Intervention.

JUDGE TODNEM: I believe the timeline has passed for that.

MR. SCOTT EK: That's what I was unsure of.

MS. ERIN DONNAY: Two more questions, Your Honor.

What is the official mailing address and court case number for this hearing?

JUDGE TODNEM: So on the screen right now, so, again, this isn't a district court case, this is an administrative law case, so you can see the OAH Docket Number -- I'm sorry, my vision is not good so I can't tell if it is on that slide. But the OAH Docket Number that you would want to include in reference to this case is 23-2500-39782, and then the PUC Docket Number is E-002/TL-22-132.

MS. ERIN DONNAY: And a final question,

Your Honor.

If this comment period closes on November 25th, how do the comments received after November -- how do comments that are received after November 12th be taken into the consideration, because there's the evidentiary hearing on November 12th through the 15th, so how do comments after those dates be considered?

JUDGE TODNEM: Comments that would be considered after November 12th, you can submit written comments through 4:30 p.m. on November 25th.

MS. ERIN DONNAY: Right, but how are those considered for the November 12th to 15th hearings?

JUDGE TODNEM: So the November 12th through the 15th evidentiary hearings, those are more for the parties to address more technical topics.

MS. ERIN DONNAY: So in terms of members of the public, these public hearings are your primary way to get your comments into the record or through submitting written comments?

JUDGE TODNEM: Correct.

MS. ERIN DONNAY: So then we as landowners are not parties to this case, as I

understand?

JUDGE TODNEM: Correct.

MS. ERIN DONNAY: Thank you for your time.

JUDGE TODNEM: Sure. Thank you.

All right. Are there any other individuals who have questions or comments?

Sir, back there, I saw your hand first.

MR. JOEL GRATZ: Good morning, Your Honor.

I am Joel Gratz, J-O-E-L, G-R-A-T-Z.

My question is around the easement, the big holes that you're digging. Does the easement include that you get to put that dirt wherever you want the dirt, or does the landowner have the option to put it where they might want?

So maybe this question has been asked before. I'm new to this.

MR. MATT LANGAN: Your Honor, we'll take that question. It's a good question. I will ask our principle land agent, Chris Rogers, to address that.

MR. CHRIS ROGERS: Hello. Chris Rogers, C-H-R-I-S, R-O-G-E-R-S, Xcel Energy, siting and land rights.

So when a power line of this size is built, this is large holes that are drilled for the foundation anywhere from 20 to 50 feet deep so there is a lot of excess soil. What we do is we give the opportunity to the landowner of do you want that dirt? Typically, it does belong to the landowner as part of your ground. We can either leave the excess soil for you somewhere nearby on your property as long as it's an acceptable place to dump excess soils, not in your wetland and things like that, it has to meet certain criteria. In certain cases, if a landowner does not want the dirt and that will be removed for you.

Does that answer the question for you?

MR. JOEL GRATZ: Yes, thank you.

So, again, to make sure, if we choose to put it somewhere you will haul it for us, within reason.

MR. CHRIS ROGERS: Correct.

MR. JOEL GRATZ: And if you don't want it, you'll haul it away at your cost?

MR. CHRIS ROGERS: Yes.

JUDGE TODNEM: Thank you.

Yes, sir, if you can come forward and state and spell your name.

MR. JOE LOCH: Joe Loch, J-O-E, L-0-C-H.

I was just wondering if there's any consideration in place for the loss of value of the property over the lines to be there. I know it does impact the value of property, I'm not sure what, you know, they are considering.

JUDGE TODNEM: I think Mr. Rogers.

MR. CHRIS ROGERS: Thank you. I'm popular today.

Yes. So it's kind of a long process, but basically for us to determine the value of the easement for the land to be taken for an easement we do a valuation. And it's not an easy process.

We start by determining what type of land we're going to be impacting, and in this case it is ag land. Is that correct? The appraisal work, when we start to do some of that initial work determining what the value is of, say, for example, ag land, whether it be agricultural, residential, and in some cases commercial land, so we try to determine what a fair fee value is for that land if it were to be bought and sold. So it was the fee value that we look at on a per acre basis.

Then we look at the impacts of that easement, what are the impacts of that easement.

The farmland, some loss of production. And as Matt had alluded to before, you can still farm the whole easement area with the exception of where the concrete piers are, somewhere in the neighborhood of 100 square feet per pole that would be taken. So we try to determine fair value based on the fee value of the land and what those impacts are.

Those impacts can vary anywhere from 50 to 75 to 80 percent. So if you want to do the simple math, you say the land is worth $10,000 an acre and you determine the impacts are 75 percent, as another example, that easement would compute to say $7,500 per acre, and you multiply that by number of acres.

I should also note, too, that the easement payments do include damages to property or crops that cannot be restored by Xcel Energy, so if corn or beans or similar crops is damaged, the landowner or the tenant, in that case, is made whole, including compaction, over the next few years. Other property damages could be drain tile, obviously we want to avoid those things. But if damage is done to property that cannot be restored by Xcel Energy, we compensate the landowner for that.

MR. JOE LOCH: I was considering the cost of the whole acres, not just Xcel. I'm talking about the whole farm. Is that what you're saying, the remainder of the farm?

MR. CHRIS ROGERS: Generally, the evaluation is for the easement area, and depending on what is outside the easement there, there could be additional damage to the property depending on the situation. But we would look at the property as a whole for the valuation of taking of that easement, even though it would be a fraction of that property.

JUDGE TODNEM: Okay.

MR. JOE LOCH: I have one more question.

But for a person seeing the power line on the property is not going to be offered the same prices as if the line wasn't there. That's what I'm trying to say.

MR. CHRIS ROGERS: Yeah. And thank you for bringing that up.

We begin the appraisal portion of this easement itself. The most common is a before-and-after approach, what is the value of the property before a taking of an easement and building the power lines, what is the value after.

And so it's an appraisal solution that comes to that and that basically before value, after value, the difference is that easement payment and that includes the real estate, any damages outside of the property, so before-and-after value, and sometimes we use an appraiser to come out with that value, especially for properties that have different aspects to them than straight farmland.

JUDGE TODNEM: All right.

MR. SCOTT EK: Your Honor?

JUDGE TODNEM: Yes, Mr. Ek.

MR. SCOTT EK: I just want -- maybe I didn't hear. You're talking about, you know, buying all the land, correct?

So there is a Buy the Farm provision in Minnesota where landowners, in this case where transmission can force the company to purchase their property. I don't have all the details, it's been a while since a Buy the Farm provision was used. But it goes through an appraisal process, the utility could hire an appraiser, you can hire your own appraiser, and it goes through that process and, you know, the back and forth negotiations on a reasonable price for the property.

I think that sounded to me like what you

were more talking about.

MR. JOE LOCH: Yes.

MR. SCOTT EK: It is called Buy the Farm. I can get your name after and get you more information and refresh my memory, too.

JUDGE TODNEM: All right. Thank you.

Yes, sir.

MR. KEN SCHMELING: Ken Schmeling, S-C-H-M-E-L-I-N-G.

My question is why can't they use the existing area where the power line is going? Because we've got some of the most expensive, best agriculture land that you're going right straight through.

We have crop dusters. We raise a lot of vegetables, crop dusters will not come close to these power lines because of safety and other factors.

We have also in our area manure facilities where we're encouraged to drive up close to put manure in the ground. We have center pivots that are going into effect.

I feel that there should be more studies done on this thing and get the route where the existing lines are so they will not affect the

operation of the agriculture in the next years.

Along with that, there is a lot of these windmills, solar panels that are outdated already. What are they going to do with these facilities? There's one of them that has totally been taken down already. There hasn't been use put on it, they're supposed to remove it. They paid the landowner off and now the farmer has to farm around this for the rest of his life.

I would like to know if there's any studies being done on nuclear. I think personally that's the way to go. Other countries have done it, haven't had no problems that I'm aware of. I guess I'm just kind of open to find out has there been further studies done on nuclear?

JUDGE TODNEM: All right. Thank you.

MR. ANDREW LEVI: I can take that question. In Chapter 4 of the DEIS we discuss system alternatives, which are alternatives to the project itself. We briefly talked about nuclear, but currently there's a law in Minnesota where you can't build a nuclear plant. So that's kind of that.

MR. KEN SCHMELING: What about building in a different state that has a law and transfer the

line coming in?

Most of this is used in the metropolitan area. We see very little of it out here. But yet they're going to go right straight through our agriculture land with the structures.

So that's just my comment, okay. Thank you.

JUDGE TODNEM: Thank you.

Are there any other comments or questions?

Any other comments or questions?

You are encouraged to come up.

All right. Last call. Any other comments or questions?

Okay. Yes, sir.

MR. FRED MILLER: My name is Fred Miller, M-I-L-L-E-R.

I appreciate the way the structures are. I know of a power line close to my parents' place in Indiana and it's got four points where it hits the ground on some of them, as much as five, and that's really difficult to farm around. And also this power line was built 60-some years ago and it's still there. And those people still have, you know, no compensation.

And I would be encouraged by what some of the other guys said. Pay every year. And it is an aggravation to farm around.

And those lines, when one goes down, you know, they told us when they build it they're plenty approved. No, they're not. I've seen two of them down. And what happens then? I mean, I don't want to be electrocuted.

That's it.

JUDGE TODNEM: Thank you.

Any comments?

MR. MATT LANGAN: I appreciate the comment. I think it sounded like a comment. Maybe it wasn't a question in there, but if there was, I'm happy to answer one.

MR. FRED MILLER: No, that's all right.

JUDGE TODNEM: All right.

Any other comments?

Any other comments?

All right. Second last call. Any comments or questions?

All right. Seeing none, I just want to thank everyone for your time and interest and for coming here today.

The Commission is interested in hearing

from you, the public. Just a reminder, if you wish to submit written comments, you have until 4:30 p.m. on November 25th to do so. Instructions and information is up on the slide.

And, again, all comments will be considered equally, whether they are made here verbally or if you have anything in writing. Just to be sure to include the OAH Docket Number 23-2500-39782 and PUC Docket Number E-002/TL-22-132 on any written comments you submit.

And, with that, we are adjourned.

Thank you.

(Proceedings concluded at 12:00 p.m.)

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

REPORTER'S CERTIFICATE

I, Janet Shaddix Elling, do hereby certify that the above and foregoing transcript, consisting of the preceding 45 pages is a correct transcript of my stenographic notes, and is a full, true and complete transcript of the proceedings to the best of my ability.

Dated November 24, 2024.

/s/Janet Shaddix Elling
JANET SHADDIX ELLING
Registered Professional Reporter

$

$10,000 (1)
38:10
$7,500 (1)
38:13

A

ability (2)
18:7;25:14
able (3)
15:1;16:18;24:25
acceptable (1)
36:9
accepted (2)
15:21;16:10
access (4)
17:25;18:17,22;
30:4
acquire (2)
18:10;19:20
acquired (1)
18:14
acquisition (3)
12:18;17:23,24
acre (3)
37:23;38:11,13
acres (2)
38:14;39:2
actually (1)
14:3
add (2)
9:19;31:4
addition (1)
10:19
additional (8)
9:12;10:16;15:10;
21:16;22:12;24:10,
22;39:8
address (6)
6:14;20:12,17;
33:15;34:17;35:21
addressed (1)
24:7
addresses (3)
17:25;18:1;21:18
adjourned (1)
45:11
adjudicator (1)
32:8
Administrative (9)
4:14,15,16;5:20;
9:6;17:13;32:3,10;
33:19
advisement (1)
7:3
advocacy (1)
6:23
advocate (1)
21:9
affect (1)
41:25
affiliated (1)
4:17
ag (2)
37:16,18
again (6)
19:17;29:11;30:11;
33:18;36:16;45:5
against (1)
21:9
agencies (1)
14:13
agency (1)
4:16
agent (3)
27:14,19;35:21
aggravation (1)
44:3
ago (4)
14:3;28:6,12;43:23
agree (1)
17:2
agreement (1)
27:21
agricultural (1)
37:19
agriculture (4)
25:18;41:13;42:1;
43:5
ahead (1)
18:18
alignment (1)
24:9
allow (1)
25:13
alluded (1)
38:2
along (3)
10:2;20:25;42:2
alternative (2)
21:22;24:9
alternatives (11)
14:11;15:19,20,24;
17:2,5;21:21,22,23;
42:19,19
ambiance (1)
12:9
analysis (2)
16:23;21:17
and/or (1)
24:10
Andrew (5)
10:6;20:20,22,23;
42:17
annual (1)
28:9
annually (1)
28:18
answered (1)
6:8
anticipated (1)
11:20
apologize (1)
23:15
appear (1)
19:6
Applicant (7)
4:19;5:8;7:5;16:17;
21:16;32:6,19
applicants (1)
16:24
Applicant's (3)
5:24;6:24;21:14
Application (7)
4:3;6:2,15;9:24;
14:3;15:5,9
applications (3)
9:4,25;21:15
applied (1)
8:13
appointed (1)
8:5
appraisal (4)
37:16;39:21;40:1,
20
appraiser (3)
40:6,21,22
appreciate (2)
43:18;44:12
approach (1)
39:23
approve (2)
17:18,19
approved (5)
15:3;16:1;18:18;
32:20;44:6
approximately (2)
8:14;13:6
April (2)
26:2,3
area (13)
14:11;15:15;17:4;
20:8;22:6;24:25;25:9;
27:24;38:3;39:6;
41:11,19;43:3
areas (1)
10:2
around (5)
12:18;35:12;42:8;
43:22;44:3
arrangements (1)
5:5
arrive (1)
14:7
aspects (1)
40:8
assembling (1)
16:2
assigned (1)
5:21
associated (1)
21:5
assuming (1)
24:23
attend (1)
11:6
authority (1)
8:1
available (5)
7:15;12:24;22:9,16,
18
Avenue (1)
4:11
avoid (2)
9:15;38:22
aware (2)
14:17;42:13
away (2)
20:15;36:21

B

back (9)
9:25;20:17;22:19;
23:20;27:1;28:25;
29:24;35:8;40:23
balance (1)
16:25
Barr (1)
21:1
base (2)
7:3;9:16
based (5)
6:16;21:14;22:1;
23:7;38:6
basic (1)
30:17
basically (2)
37:11;40:2
basis (2)
30:8;37:23
beans (1)
38:18
Becker (2)
13:16,24
before-and-after (2)
39:23;40:5
begin (6)
5:18;7:18;19:21;
23:12;26:8;39:21
begins (1)
19:14
belong (1)
36:6
beneficial (1)
30:3
best (1)
41:12
beyond (1)
15:11
big (2)
28:5;35:13
bigger (1)
9:1
billboard (1)
28:13
bit (1)
28:10
blue (7)
14:6,21;15:5;16:22,
24;17:1;18:20
Bob (1)
24:16
both (3)
11:11;12:15;18:19
bought (1)
37:22
box (1)
5:13
BRIAN (4)
27:4,6;28:3,22
B-R-I-A-N (1)
27:6
briefly (2)
5:6;42:20
bring (1)
33:5
bringing (1)
39:20
brought (1)
28:17
build (3)
18:7;42:22;44:5
building (2)
39:24;42:24
built (3)
28:5;36:2;43:23
Buy (3)
40:15,19;41:3
buying (1)
40:13

C

call (4)
5:16;16:25;43:13;
44:20
called (2)
15:17;41:3
calling (1)
16:21
can (35)
5:15;6:17;7:18;
8:20;9:24;10:21;
18:18;19:9;20:7;21:7,
10;22:4,20;23:20;
24:7,18;25:2,10;26:4;
27:12;29:19,22;
30:11,16,24;33:19;
34:10;36:7,24;38:2,8;
40:17,21;41:4;42:17
capacity (1)
14:19
case (17)
8:24;31:14;32:1,3,
4,6,15,22,25;33:16,
18,19,23;34:25;
37:15;38:19;40:16
cases (2)
36:11;37:20
Catching (1)
16:8

center (1)
41:21
certain (3)
9:18;36:11,11
certainly (1)
12:24
certificate (11)
6:15;8:2,13,19;
9:11,13;11:21;21:14;
24:4;26:1;32:10
chance (1)
28:10
Chapter (8)
6:19;21:24,24,25;
22:2,2,5;42:18
chapters (1)
22:5
check (1)
26:23
Chippewa (1)
4:5
choices (1)
12:17
choose (2)
18:22;36:16
Chris (11)
27:15,18,18;35:21,
23,23;36:19,22;37:8;
39:5,19
C-H-R-I-S (2)
27:19;35:24
citizens (1)
7:6
clarified (1)
23:4
clear (1)
18:9
clearly (1)
5:1
close (3)
41:16,20;43:19
closes (3)
11:14;23:5;34:2
coal-fired (2)
13:22,25
combination (1)
19:10
comfortable (1)
6:13
coming (3)
20:23;43:1;44:24
comment (16)
6:12;10:20;11:14;
23:1,5;24:1;26:4,21;
28:3;29:24;30:14;
31:8;34:2;43:6;44:13,
13
commenting (3)
23:8;24:14;26:19
comments (41)
5:11,19;6:6,10;9:1;
10:17,22,23;11:8,9,
15;17:13;21:15;
22:25;23:7,14,15,17,
19,25;24:3,5;26:20;
34:3,4,7,9,11,21,22;
35:7;43:9,11,14;
44:11,18,19,21;45:2,
5,10
Commerce (12)
4:19;5:5,8;7:5;
10:7;20:20,24,25;
22:11,12,25;32:7
commercial (1)
37:20
Commission (30)
4:18;5:7,22;7:1,2,7,
19,23,24;8:4,8,13,19,
23;9:7,10,12,18;
11:20;15:3;16:2;
17:18;18:5;20:1;
22:10;24:2;25:25;
26:1;32:9;44:25
commissioners (1)
8:5
common (1)
39:22
Communities (1)
15:15
compaction (1)
38:20
company (2)
15:25;40:17
compensate (1)
38:24
compensation (3)
28:7;30:4;43:25
compile (1)
5:22
complete (1)
19:21
compute (1)
38:12
computer (1)
16:7
concerns (2)
10:16;24:12
concluded (1)
45:13
conclusions (2)
6:1;11:18
concrete (5)
18:25;19:1,5;29:14;
38:4
condemnation (1)
32:22
condition (1)
25:20
conditions (4)
9:13,19;24:10;
32:12
conductor (1)
19:9
Connection (5)
4:4;8:17;12:12;
13:1,24
consider (1)
5:23
consideration (2)
34:5;37:3
considered (6)
9:8;32:15;34:8,10,
13;45:6
Considering (3)
29:4;37:6;39:1
consisting (1)
5:25
consists (1)
8:4
construct (4)
13:7;15:1;29:13,15
constructed (4)
8:21;19:12;24:23;
29:21
construction (9)
9:14;12:19;18:2,14;
19:16,20,22;25:23;
26:8
consultant (1)
21:1
contact (2)
5:4;20:10
contain (1)
7:17
contemplating (1)
26:20
continue (2)
25:10,18
continued (1)
17:15
convened (1)
4:10
Copies (3)
7:14;22:18,19
copy (1)
23:16
corn (1)
38:18
COR-TEN (1)
29:14
cost (2)
36:21;39:1
Counties (2)
4:6;8:16
countries (1)
42:12
couple (4)
14:4;17:17;22:19;
27:8
course (3)
9:6;22:4;25:16
court (5)
4:22;23:13;32:23;
33:16,18
Courtesy (1)
22:18
cover (2)
12:20;28:19
create (1)
14:23
criminal (1)
32:4
criteria (3)
6:16;8:23;36:11
crop (5)
18:1,1;25:17;41:15,
16
crops (2)
38:17,18
crossing (1)
31:12
current (2)
9:23;28:4
currently (3)
18:20;30:10;42:21

D

damage (2)
38:23;39:8
damaged (1)
38:18
damages (4)
18:1;38:16,21;40:4
dates (1)
34:8
deadline (1)
16:13
deal (2)
28:6,15
dealing (1)
26:13
debate (1)
21:11
decide (1)
25:25
decision (11)
5:23;6:21;7:4,7;
8:22;11:21,23;19:19;
20:1;21:19;32:10
decision-makers (1)
21:7
decision-making (1)
21:6
decisions (2)
9:9;12:17
deep (1)
36:3
defendant (4)
31:14,16;32:5,25
DEIS (1)
42:18
Department (11)
4:19;5:4,8;7:5;
10:6;20:20,24,25;
22:10,25;32:7
depending (3)
19:4;39:6,8
depth (1)
19:3
describe (2)
5:6;21:4
desk (1)
10:25
desktop (1)
20:14
detail (3)
9:21;10:7;12:2
details (5)
12:15,18;30:25;
32:12;40:18
determination (1)
32:9
determine (4)
37:11,20;38:6,11
determining (2)
37:14,17
diameter (1)
19:3
dictates (1)
9:19
difference (1)
40:3
different (6)
14:5,19;15:11;32:4;
40:7;42:25
difficult (1)
43:22
digging (1)
35:13
dimensions (3)
13:4;19:1,5
direct (3)
16:14;23:14,15
directly (1)
17:21
dirt (4)
35:14,15;36:6,12
disagree (1)
23:10
disclose (1)
26:14
discuss (1)
42:18
discussed (1)
21:23
discusses (2)
21:20,24
distinct (1)
17:4
district (2)
32:23;33:18
Docket (7)
4:7,8;33:20,22,24;
45:8,9
document (4)
21:6;22:4,17;27:24
done (5)
38:23;41:24;42:11,
12,15
DONNAY (14)
31:9,11,17,20,25;
32:14,24;33:2,13,25;
34:12,19,24;35:3
D-O-N-N-A-Y (1)

31:11
doors (1)
5:14
double-circuit (3)
8:15;13:2;29:13
down (4)
23:11;42:5;44:4,7
download (1)
22:17
Draft (21)
10:4,8,12,18;11:16;
21:2,3,3,8,10,12,17,
20;22:9,18,20,24;
23:1,3,6,16
drain (1)
38:21
drilled (1)
36:2
drive (1)
41:20
drives (1)
22:16
dual (1)
22:23
dump (1)
36:9
during (2)
12:23;23:1
dusters (2)
41:15,16

E

E-002/TL-22-132 (3)
4:8;33:24;45:9
earlier (2)
10:6;15:14
early (1)
18:17
easement (30)
12:18;17:23,23;
18:6,9;24:24,25;25:1,
9,12,20;27:23,23;
28:1;32:19;35:12,13;
37:12,12,25,25;38:3,
12,16;39:6,7,11,22,
24;40:3
easements (3)
18:13;19:20;25:16
easier (1)
22:11
easy (1)
37:13
eDocket (1)
7:16
EERA (2)
7:13,13
effect (1)
41:22
EIS (23)
10:1,4,12,18;11:15,
16;15:22;21:3,3,8,10,
12,17,20;22:9,18,20,
24;23:1,6,6,16,16
either (3)
12:23;13:9;36:7
EK (13)
7:20,21;13:14;
25:24,24;30:16;33:3,
4,11;40:10,11,12;41:3
electricity (2)
8:6;13:22
electrocuted (1)
44:8
electronically (1)
22:9
eligible (1)
16:1
email (2)
10:22;20:12
encourage (5)
6:12;20:9;22:3;
24:1;26:22
encouraged (3)
41:20;43:12;44:1
end (10)
8:21;11:1;13:15,15,
16,18;14:16,20;17:8;
30:18
end-to-end (1)
16:2
energized (1)
19:13
Energy (22)
4:4,20;7:21;8:12,
17;9:3,20;12:1,11,12;
13:1,22;14:2;15:11,
13;16:11,11;18:6;
27:20;35:24;38:17,24
engage (1)
32:19
Engineering (1)
21:1
ensure (2)
6:4;9:14
ensuring (1)
8:9
enter (1)
32:19
entered (1)
5:14
entire (3)
9:8;15:10;22:4
Environmental (8)
6:16;9:4;10:3,8;
18:15;21:2;24:5,6
equally (1)
45:6
equipment (1)
19:12
ERIN (14)
31:9,11,17,20,25;
32:14,24;33:2,13,25;
34:12,19,24;35:3
E-R-I-N (1)
31:11
especially (2)
12:7;40:7
estate (1)
40:4
evaluate (2)
15:23;16:18
evaluated (1)
16:11
evaluation (1)
39:6
even (2)
18:17;39:11
everyone (2)
12:6;44:23
evidentiary (2)
34:6,16
example (2)
37:18;38:12
exception (3)
7:16;11:19;38:3
excess (3)
36:4,7,9
exhibits (2)
7:10,13
existing (4)
13:17,24;41:11,25
expect (6)
19:17,18,20;26:8;
29:5,18
expensive (1)
41:12
extend (1)
26:9
extent (1)
6:6

F

facilities (5)
17:22;29:17,19;
41:20;42:4
Facility (1)
7:22
fact (2)
5:25;11:18
fact-based (1)
6:23
factors (1)
41:18
fair (2)
37:21;38:6
fairly (1)
6:5
fall (1)
26:9
family (2)
28:12,13
farm (10)
24:25;38:2;39:3,4;
40:15,19;41:3;42:8;
43:22;44:3
farmer (1)
42:8
farmers (2)
28:9,18
farming (2)
25:9,18
farmland (3)
24:24;38:1;40:8
farms (1)
28:8
February (2)
6:3;11:17
federal (1)
14:13
fee (3)
37:21,22;38:6
feedback (3)
14:10,12,13
feel (1)
41:23
feet (9)
13:6,8,8,11;19:2,3;
30:9;36:3;38:5
few (1)
38:20
filed (6)
7:10;9:25;14:2,4,4;
16:20
final (8)
5:23;6:20;7:7;
11:15,21,23;23:6;
33:25
finally (2)
5:9;19:24
find (3)
22:20;29:16;42:14
findings (2)
5:25;11:18
fine (1)
11:11
first (4)
5:17;7:11;17:20;
35:8
five (4)
8:5;13:11;23:20;
43:21
flash (1)
22:15
flat (1)
27:9
floor (1)
5:15
focus (1)
20:8
folks (5)
10:14,14,21;17:12;
20:9
follow (1)
23:2
force (1)
40:17
form (1)
6:12
forth (2)
6:17;40:23
forward (6)
16:4;24:18;27:2,16;
29:1;36:24
found (3)
6:18;16:23;33:6
foundation (1)
36:3
foundations (5)
18:25;19:2,6,8;
29:14
four (1)
43:20
fraction (1)
39:11
frame (2)
29:18,22
FRED (3)
43:16,16;44:16
front (3)
5:18;10:25;22:16
fully (2)
26:13;30:11
Further (2)
28:2;42:15
future (4)
28:8,9,18;30:1

G

gain (3)
14:11,13;17:23
game (1)
18:18
Garvin (1)
13:19
gas (1)
8:6
gathered (1)
6:5
generally (2)
21:25;39:5
Generating (1)
13:17
generation (1)
13:25
generations (3)
28:6,12;30:1
geographic (2)
22:1,6
geotechnical (1)
18:15
gestures (1)
5:1
gets (2)
18:4,17
given (1)
32:1
giving (1)
29:24
goes (3)
40:20,22;44:4
Good (7)
4:1;7:20;20:16;

31:9;33:21;35:9,20
government (3)
4:17;8:1;14:12
governor (1)
8:5
grant (1)
18:22
granted (3)
6:25;24:8;29:4
GRATZ (4)
35:9,11;36:15,20
G-R-A-T-Z (1)
35:11
great (1)
12:7
greater (2)
9:20;10:7
grid (1)
13:24
ground (4)
30:9;36:7;41:21;43:21
ground-based (1)
19:11
guess (3)
32:16,17;42:13
guys (1)
44:2

H

hand (3)
5:15;28:24;35:8
handed (1)
10:24
handled (1)
32:22
hands (1)
26:25
happens (2)
17:17;44:7
happy (2)
20:2;44:15
haul (2)
36:17,21
head (1)
5:2
hear (2)
5:7;40:13
heard (1)
17:15
hearing (13)
4:2;5:13,21;7:12;12:23;16:12;22:24;31:17,20,23;33:16;34:6;44:25
Hearings (10)
4:15,16;5:4;10:12,20;11:14;12:8;34:14,16,20
height (2)
13:5,6
held (4)
7:12;10:2;15:14;18:3
helicopters (1)
19:10
Hello (2)
20:22;35:23
hence (1)
15:4
highlighted (1)
10:11
hire (2)
40:21,21
hits (1)
43:20
hold (1)
11:9
holes (2)
35:13;36:2
Honor (13)
12:6;25:2;26:7;27:5,12;29:7;31:10;33:4,14;34:1;35:10,19;40:10
hope (1)
12:19
hours (1)
20:17
House (1)
4:11
houses (1)
14:9
human (1)
24:6

I

idea (1)
19:5
identified (3)
9:16,18;21:18
identify (3)
10:16;14:15;16:17
Impact (10)
6:16;9:5;10:3,8;21:2;24:5;25:14;26:14;29:25;37:5
impactful (4)
14:16;15:13;17:3,8
impacting (1)
37:15
impacts (15)
9:16,18;15:23;16:24;21:4,8,24;22:1;24:6,7;37:24,25;38:7,8,11
important (2)
4:24;15:7
importantly (2)
5:9;14:20
impression (1)
14:23
improve (1)
8:8
include (5)
9:12;33:22;35:14;38:16;45:8
included (1)
24:11
includes (3)
7:4;8:25;40:4
including (4)
6:5;21:21;22:13;38:20
incorporating (1)
17:6
independent (2)
4:16;32:8
Indiana (1)
43:20
indicated (3)
13:14;24:14;26:24
indication (1)
5:13
individual (1)
15:20
individuals (2)
23:11;35:7
inform (1)
10:3
information (23)
6:5,22;7:17;9:3,4;10:1,17,23,24;11:2,3,7;14:15;20:3,6,18;21:10,16;22:13;23:4,4;41:5;45:4
information-gathering (1)
31:23
infrastructure (2)
18:8;29:20
initial (4)
16:14;18:24;23:19;37:17
in-person (2)
10:19;11:4
input (2)
7:4;10:16
installed (2)
19:1,7
instructions (2)
23:2;45:3
interactive (2)
20:7;22:14
interest (3)
20:8;24:14;44:23
interested (7)
7:6;22:7;24:2;26:19;29:12;32:17;44:25
Internet (1)
22:17
intervene (1)
33:7
Intervention (1)
33:8
into (9)
6:11;7:11;17:6;30:9,24;32:19;34:5,21;41:22
investigation (1)
18:19
investigations (2)
18:16,24
involve (1)
32:5
issue (7)
8:1,19;9:10;11:17;23:6;24:3;26:1
issued (6)
6:2;10:4;11:16;18:4;26:3;32:11
issues (2)
21:18;24:12
items (1)
9:1

J

Janet (1)
23:11
January (2)
9:25;11:16
job (2)
14:24;15:16
JOE (5)
37:1,1;39:1,14;41:2
J-O-E (1)
37:1
JOEL (4)
35:9,11;36:15,20
J-O-E-L (1)
35:11
joining (1)
12:6
joint (1)
10:12
JUDGE (42)
4:1,14;5:20;9:7;10:13;11:17;17:13;23:22;24:18;25:4;26:17;27:17;28:20,24;29:9;30:12;31:3,7,15,19,22;32:2,16;33:1,3,9,17;34:9,15,23;35:2,5;36:23;37:7;39:13;40:9,11;41:6;42:16;43:8;44:10,17
Judge's (1)
11:20

K

Kandiyohi (1)
4:5
KEN (3)
41:8,8;42:24
kilovolt (2)
8:15;13:2
kind (3)
37:10;42:14,22
known (1)
8:17

L

L-0-C-H (1)
37:1
land (22)
26:12;27:14,19;28:4,14,15;30:10,21;32:18;35:21,24;37:12,14,16,18,20,21;38:7,10;40:14;41:13;43:5
landowner (9)
17:22;18:10;35:15;36:5,6,12;38:19,24;42:7
landowners (6)
14:12;30:2,4;32:15;34:25;40:16
Langan (15)
12:1,4,10;25:2,5;26:6,15;27:12;29:7,10;30:12,13;31:5;35:19;44:12
language (1)
17:24
large (1)
36:2
last (7)
10:5;15:6;19:24;24:21;29:22;43:13;44:20
lastly (1)
24:11
late (2)
19:22;26:9
later (2)
9:22;10:8
Law (10)
4:14;5:20;6:1;9:6;11:18;17:13;32:3;33:19;42:21,25
laws (1)
6:17
lease (2)
27:10,22
least (5)
14:15;17:7;20:17;28:10;30:1
leave (2)
20:16;36:7
left (2)
17:10,11
length (2)
13:13;14:18
less (3)
15:12;16:24;17:2
letter (2)
10:22;11:11
LEVI (2)
20:22;42:17

libraries (2)
22:21,21
life (3)
29:15;30:18;42:9
limit (1)
23:19
limited (3)
6:9;8:25;22:15
Linda (8)
24:16,17,17,20,20;
25:21;26:11,16
L-I-N-D-A (1)
24:20
line (21)
8:16;9:21;12:12;
13:2,8;19:12;25:15;
28:4,5,11;29:6;30:6,
19;32:18;36:1;39:15,
17;41:11;43:1,19,23
lines (7)
30:7;31:12;37:4;
39:25;41:17,25;44:4
Linz (8)
24:16,17,17,20,20;
25:21;26:11,16
L-I-N-Z (1)
24:21
LISA (4)
29:2,2,23;31:1
listed (1)
22:22
Litchfield (2)
4:10,11
little (6)
9:22;10:5,7;12:1;
28:10;43:3
live (1)
22:6
lives (1)
8:8
local (1)
14:12
LOCH (5)
37:1,1;39:1,14;41:2
long (3)
29:5;36:9;37:10
longer (2)
29:22;30:6
look (4)
9:8;37:23,24;39:9
looking (1)
22:25
looks (1)
13:3
loss (3)
18:1;37:3;38:1
lot (4)
12:8;36:4;41:15;
42:2
lots (3)
17:10,10;20:6
loudly (1)
5:1
Lyon (2)
4:6;8:16

M

Ma'am (1)
29:1
mailing (1)
33:15
maintain (4)
13:7;15:2;18:8;
25:15
maintenance (1)
29:17
making (3)
5:23;8:22;9:9
manages (1)
7:25
manner (1)
6:23
manure (2)
41:19,21
map (2)
20:7;22:14
March (5)
11:22,24;19:19;
26:1,2
mark (1)
5:13
market (1)
29:25
Marshall (2)
4:11;13:19
math (1)
38:10
Matt (17)
12:1,4,10;25:2,5;
26:4,6,15;27:12;29:7,
10;30:13,24;31:5;
35:19;38:1;44:12
Matter (3)
4:3,20;15:2
may (4)
5:4;9:12;12:25;
26:24
maybe (5)
30:24,24;35:17;
40:12;44:13
mean (2)
31:15;44:7
meaning (1)
31:23
means (1)
15:22
measures (1)
21:5
Medicine (1)
4:6
Meeker (1)
4:5
meet (1)
36:11
meeting (3)
7:8;11:5;22:24
meetings (7)
10:1,12,19;11:4,6,
14;22:23
member (1)
28:13
members (4)
6:7;20:14;23:24;
34:19
memory (1)
41:5
mentioned (1)
19:17
message (1)
20:16
methods (1)
9:15
metropolitan (1)
43:2
microphone (2)
12:23;24:19
Midwest (1)
25:17
might (3)
26:21,21;35:16
mile (1)
13:12
miles (2)
13:14,19
Miller (3)
43:16,16;44:16
M-I-L-L-E-R (1)
43:17
mine (2)
28:13,13
minimize (1)
9:15
Minnesota (20)
4:4,12,18,19;6:18,
18;7:22,24;8:7,17;
12:12;13:1,16,20,24;
14:18;20:24;25:17;
40:16;42:21
Minnesotans (1)
8:9
Minnesota's (1)
15:8
minutes (1)
23:20
missed (1)
25:22
missing (1)
23:3
mission (1)
8:7
mitigated (1)
24:8
mitigation (2)
21:5,25
mnenergyconnectioncom (1)
20:5
modification (1)
24:9
modified (2)
16:22;17:1
moments (1)
17:17
money (1)
28:11
month (2)
10:5,6
months' (1)
14:8
more (11)
8:25;12:1;22:21;
30:25;33:13;34:17,
17;39:14;41:1,4,23
morning (4)
4:1;7:20;31:9;35:9
most (6)
5:9;21:12;30:3;
39:22;41:12;43:2
move (3)
16:4,7;23:20
moving (1)
11:13
much (2)
28:20;43:21
multiply (1)
38:13
must (1)
8:19
myself (1)
20:14

N

name (14)
4:13;5:18;7:21;
12:10;14:22;20:23;
23:13;24:19,21;27:3,
6;36:25;41:4;43:16
named (2)
14:5,21
names (1)
5:16
natural (1)
8:6
near (3)
13:15,16,18
nearby (1)
36:8
need (15)
6:15;8:2,14,20;
9:11;11:5,22;15:3;
20:4,18;21:14;24:4;
26:2;30:19;32:11
needs (2)
16:12;23:4
negotiate (1)
17:21
negotiations (1)
40:23
neighborhood (1)
38:4
neutral (1)
6:22
new (2)
8:14;35:18
NEWBERGER (5)
29:2,2,23;30:16;
31:1
N-E-W-B-E-R-G-E-R (1)
29:3
next (5)
9:23;16:9;17:17;
38:20;42:1
no-action (1)
21:22
none (1)
44:22
north (1)
22:3
northern (1)
13:16
note (1)
38:15
notice (4)
10:24;18:21;22:22;
23:2
November (11)
10:21;17:14;34:3,4,
5,7,10,11,13,15;45:3
nuclear (4)
42:11,15,20,22
Number (13)
4:7,8;14:10;15:18;
20:12;22:15;33:16,
20,22,24;38:13;45:8,9

O

OAH (4)
4:7;33:20,22;45:8
obviously (2)
22:3;38:22
October (3)
4:9;10:5;15:6
off (1)
42:7
offered (1)
39:16
Office (2)
4:14,15
official (1)
33:15
often (2)
23:10;29:16
old (1)
29:20
once (5)
11:13;19:6;23:12;
24:23;30:5
one (16)
4:24;11:6;16:9;
17:20;23:10;24:13,
22;25:22;27:9;29:24;
31:8;32:17;39:14;
42:5;44:4,15

one-payment (1)
28:6
one-time (1)
27:25
online (2)
10:22;11:5
only (5)
4:24;6:11;11:5;
16:5;25:7
open (5)
5:15;10:21;14:9;
23:1;42:14
Opera (1)
4:11
operate (3)
13:7;15:1;18:7
operation (4)
9:15;19:13;25:14;
42:1
operations (2)
25:10,18
opinion (1)
32:1
opportunity (5)
10:13,14;12:22;
33:7;36:5
option (1)
35:15
options (1)
27:10
orange (1)
10:11
order (1)
26:3
others (3)
23:9;26:18;29:11
otherwise (1)
22:6
out (9)
4:21;10:24;15:9;
22:16;26:12;27:9;
40:6;42:14;43:3
outdated (1)
42:3
outlast (1)
29:18
outreach (1)
14:9
outside (2)
39:7;40:4
outstanding (1)
15:16
over (7)
5:21;11:25;20:19;
28:16;32:18;37:4;
38:20
overall (3)
7:25;10:16;13:13
own (2)
21:17;40:21
ownership (1)
18:11

P

page (2)
22:12,13
pages (1)
22:11
paid (1)
42:7
panels (1)
42:3
parents' (1)
43:19
part (6)
4:17,23;16:11,16;
22:23;36:7
participating (2)
15:16;17:12
particularly (1)
24:2
parties (6)
7:6,9;32:6,17;
34:17,25
party (2)
32:5;33:7
passed (1)
33:10
past (1)
28:16
Paul (1)
24:22
pay (2)
29:23;44:2
paying (1)
28:8
payment (5)
27:10,25;29:25;
30:3;40:3
payments (4)
27:9;28:9,18;38:16
people (3)
21:13;23:10;43:24
per (4)
13:12;37:23;38:5,
13
percent (2)
38:9,11
perfect (1)
31:5
perhaps (1)
5:9
period (6)
10:20;11:14,19;
23:1,5;34:2
Permit (21)
4:3;5:24;6:2,14,25;
8:2,14,20;9:11,14,17;
11:22;14:2;15:5;18:4;
21:15;24:4,8;26:2;
30:17;32:11
permits (2)
30:17,23
perpetual (1)
27:23
person (4)
4:25;24:13;25:7;
39:15
personally (1)
42:11
persons (1)
5:16
phone (2)
20:11,15
pick (1)
20:15
picture (1)
13:3
piers (1)
38:4
pivots (1)
41:21
place (4)
19:9;36:9;37:3;
43:19
plan (1)
30:7
Planner (1)
7:22
Plant (2)
13:17;42:22
play (2)
16:3;24:24
please (7)
20:16;23:2,9,12,19;
25:4;29:9
plenty (1)
44:5
pm (3)
34:11;45:2,13
point (4)
4:21;10:10;13:16,
18
points (6)
13:15,15;14:16,20;
17:8;43:20
pole (1)
38:5
poles (1)
30:8
policy (1)
18:3
popular (1)
37:9
portion (1)
39:21
portions (1)
7:17
possible (2)
6:7;30:9
posted (1)
14:9
potential (5)
21:4,4,8,24;22:1
Power (11)
13:17;29:5;30:5,7;
36:1;39:15,25;41:11,
17;43:19,23
prefer (1)
11:10
preferred (6)
14:24;16:17,19,21;
17:6,9
prefiled (1)
7:15
prepare (2)
5:25;21:13
prepared (2)
9:5;21:2
present (1)
4:22
presentation (3)
9:22;10:9;11:1
presentations (1)
23:23
presented (3)
6:22;10:18;11:4
preside (1)
5:21
pretty (2)
20:7,16
previously (1)
10:1
price (1)
40:24
prices (1)
39:17
primary (1)
34:21
principle (3)
27:14,19;35:21
prior (1)
30:22
probably (2)
25:6;29:11
problems (2)
28:9;42:13
proceedings (2)
33:8;45:13
process (23)
7:25;8:22;9:2,17;
10:10;15:8,14,17,17;
16:4,9,12,13;17:10,
11,12;18:14;19:16,
23;37:10,13;40:20,22
production (1)
38:1
Project (46)
4:4;8:2,17,18,20;
9:21;10:15,17;11:23;
12:2,11,13,15,15;
13:1,5,9,13,15,21;
14:11,16,18,20;15:15;
17:8;20:1,4,6,11,12,
13,14;21:1,5,8,9,11,
21,23;22:13;23:18;
24:5,7;27:14;42:20
project-related (1)
24:12
project-specific (1)
20:5
proper (1)
9:14
properties (1)
40:7
property (17)
17:22,25;31:13;
36:8;37:4,5;38:16,21,
23;39:8,9,12,16,24;
40:5,18,24
proposals (1)
14:8
propose (2)
14:19,25
proposed (14)
9:21;10:2,15;14:2;
15:4,12,13,18,25;
16:6;17:3,9;21:20;
24:4
proposers (1)
12:11
provide (13)
9:20;10:7,14,15,17,
22;11:2;16:12,14;
18:6;20:3,18;30:14
provided (1)
21:16
provision (2)
40:15,19
public (33)
4:2,18;5:4,10,22;
6:6,7;7:11,15,22,24;
8:4,19;9:1,25;10:12;
12:8;14:9;15:9,12;
16:10;17:1,5;22:10,
21,24;23:5,7,24;
31:22;34:20,20;45:1
PUC (6)
4:8;7:13,13;25:24;
33:24;45:9
purchase (1)
40:17
purple (5)
14:6,21;15:4;16:25;
18:20
purpose (3)
6:21;13:21;21:3
purposes (2)
18:2;31:24
put (6)
30:22;35:14,16;
36:17;41:21;42:6

Q

quick (1)
25:22

R

raise (2)
5:15;41:15
rates (2)

8:11;27:25
rather (1)
11:11
read (3)
22:3,4,17
real (1)
40:4
really (4)
12:7;20:8;28:19;43:22
reason (1)
36:18
reasonable (4)
8:10;23:9;30:2;40:24
rebar (1)
29:14
receive (2)
11:8,9
received (6)
7:11,12;9:2;18:21;34:3,4
recently (1)
10:4
recommendation (3)
6:24;7:3;11:19
recommendations (1)
6:1
recommended (1)
17:5
record (11)
4:23,24;5:22;6:10,11;7:4,11;8:24;9:8,19;34:21
recorded (1)
27:24
recoup (1)
28:10
recourse (1)
32:21
Redwood (1)
4:6
reference (1)
33:23
refresh (1)
41:5
region (1)
22:2
register (2)
5:14;24:14
registration (1)
5:16
regular (1)
29:17
regulate (1)
8:6
rehabilitated (1)
30:21
relevant (2)
6:5;8:23
reliable (1)
8:9
remainder (2)
19:19;39:4
reminder (2)
23:8;45:1
remove (1)
42:7
removed (3)
30:20,21;36:13
renewable (1)
13:22
rent (1)
26:12
renter (1)
26:13
Renville (1)
4:6
replace (2)
13:21,25
report (8)
5:25;6:2,14,20,21;7:2;9:6;11:20
reporter (2)
4:22;23:13
representative (1)
20:11
representatives (1)
20:2
represents (1)
17:7
request (2)
5:24;6:24
require (1)
30:18
required (2)
13:7;14:19
requirements (1)
24:11
residential (1)
37:19
respect (1)
23:9
respond (1)
11:15
rest (1)
42:9
restoration (1)
19:13
restored (3)
30:10;38:17,23
restricted (1)
25:1
restrictions (2)
25:11,12
retains (1)
18:10
review (9)
6:9;7:25;9:24;15:8;17:10;19:25;22:8,12,19
reviews (1)
8:24
revise (1)
23:6
right (28)
4:1;7:9;13:6;17:16;18:8,11,12;19:11;20:13,15;23:22;24:13;25:19;26:18;31:12;33:17;34:12;35:6;40:9;41:6,13;42:16;43:4,13;44:16,17,20,22
right-hand (1)
13:4
rights (1)
35:25
Rogers (12)
27:15,18,18;35:21,23,23;36:19,22;37:7,8;39:5,19
R-O-G-E-R-S (2)
27:19;35:24
role (4)
4:23;5:6;6:4;32:7
rolls (1)
20:13
room (2)
22:20;25:7
R-O-S-E-N-0-W (1)
27:7
ROSENOW (5)
27:4,6;28:3,21,22
Rosenow's (1)
29:24
Route (52)
4:3;5:24;6:1,14,25;8:2,14,20;9:11,14;10:2;11:22;14:2,6,6,7,10,11,21,24;15:2,5,5,10,18,20,23,25;16:3,3,17,19,21,22,24,25;17:1,3,4,7,8,9,18;18:4,17;21:15;24:3,8,9;26:2;32:11;41:24
routes (14)
14:1,5,5,16,20,21,25;15:10,25;16:5,10,11;17:3;18:20
routing (1)
12:17
row (1)
25:17
rows (1)
10:11
rule (3)
6:17,19;8:23
rules (1)
6:17
run (1)
28:16

S

safe (3)
8:9;9:14;25:14
safety (1)
41:17
same (7)
11:3,7,9,12;28:14,15;39:16
saw (3)
28:24;31:8;35:8
saying (1)
39:3
schedule (2)
9:24;26:5
SCHMELING (3)
41:8,8;42:24
S-C-H-M-E-L-I-N-G (1)
41:9
scoped (1)
16:5
scoping (7)
10:1;15:16,17,21;16:10;17:2;21:18
SCOTT (15)
7:20,21;12:4,5;19:17;25:24,24;30:13,14,16;33:4,11;40:10,12;41:3
screen (1)
33:17
Second (1)
44:20
secret (1)
7:17
seeing (2)
39:15;44:22
seem (1)
30:2
seems (3)
28:14,16;30:3
segment (3)
15:18,20,24
segments (4)
14:10;15:10;16:1,3
selected (1)
24:10
send (1)
11:11
separate (1)
7:7
September (2)
16:14,20
service (1)
8:7
services (1)
8:10
set (1)
6:16
seven (1)
19:2
several (2)
14:8;22:8
Shaddix's (1)
4:22
shaking (1)
5:2
sheet (3)
5:14,17;24:15
sheets (1)
26:24
Sherburne (2)
4:4;8:16
Sherco (1)
13:17
show (1)
23:9
shows (1)
9:23
side (2)
13:4,9
sign-in (1)
26:24
similar (2)
13:3;38:18
simple (1)
38:10
simply (1)
18:7
site (2)
13:9;19:13
siting (1)
35:24
situation (1)
39:9
six (1)
17:4
size (3)
8:3,18;36:1
slide (6)
9:23;11:1;13:3;19:24;33:21;45:4
soil (2)
36:4,8
soils (1)
36:10
solar (2)
13:23;42:3
sold (1)
37:22
solution (1)
40:1
somebody (1)
18:21
sometimes (2)
9:17;40:6
somewhere (3)
36:8,17;38:4
sorry (4)
16:7;19:17;31:19;33:20
sought (1)
14:15
sounded (2)
40:25;44:13
sources (1)
13:23
south (2)
13:19;22:2
southern (1)
13:18
space (4)

12:7;13:10;19:11;
25:1
span (1)
13:9
speak (4)
4:25;5:12,17;11:10
speaker (1)
23:10
speakers (1)
4:25
speaking (2)
23:11,12
special (2)
9:12,19
specific (3)
17:24;20:12,13
spell (5)
5:18;23:13;24:19;
27:2;36:25
spent (1)
28:11
spoken (1)
21:15
square (1)
38:5
staff (1)
5:8
stakeholders (1)
14:14
standard (2)
25:19;30:22
start (4)
25:23;27:1;37:14,
17
state (18)
4:17;5:18;14:13,17;
15:7,9,21,23;16:19;
17:11,14;19:25;
23:12;24:19;25:16;
27:2;36:25;42:25
Statement (6)
6:16;9:5;10:3,8;
21:2;24:6
statute (3)
6:17,18;8:24
Stearns (1)
4:5
steel (2)
19:7;29:15
step (2)
15:7;16:9
steps (3)
17:20;18:13;19:15
still (8)
17:10,12;18:10;
25:10,18;38:2;43:24,
24
straight (3)
40:8;41:13;43:4
string (1)
19:9
strongly (1)
26:22
structure (1)
30:17
structures (9)
13:5,10,10,12;19:7,
8;30:19;43:5,18
studies (3)
41:23;42:11,15
submit (5)
10:23;15:8;34:10;
45:2,10
submitting (2)
17:13;34:22
substation (1)
13:18
substrate (1)
19:4
summarize (1)
6:21
summer (3)
19:21;21:12;26:9
supplied (1)
9:3
supposed (1)
42:7
sure (7)
17:11;26:13;31:15;
35:5;36:16;37:5;45:8
survey (4)
18:15,15,19,25
sustainable (1)
8:10
Suzanne (1)
4:13
system (3)
7:16;21:23;42:19

T

table (1)
27:11
talk (3)
4:25;17:17;22:1
talked (1)
42:20
talking (4)
12:9;39:2;40:13;
41:1
tall-growing (1)
25:13
team (3)
20:1,14;21:13
technical (1)
34:17
telephone (1)
8:7
temporarily (1)
18:2
ten (1)
22:21
tenant (1)
38:19
term (1)
32:17
terms (3)
14:1;25:11;34:19
testimony (7)
7:10,15;9:5;16:12,
15,16,20
Thanks (3)
12:4,9;25:8
Therefore (1)
4:24
thinking (1)
32:21
though (1)
39:11
thought (1)
28:8
throughout (5)
9:2;15:15;16:13;
19:24;25:16
ticket (1)
9:1
tile (1)
38:21
timeline (3)
19:16,18;33:9
timelines (2)
12:16,19
Today (11)
4:9;5:6;8:12;12:6,
20;14:3;20:23;22:15;
23:9;37:9;44:24
today's (1)
29:25
TODNEM (39)
4:1,13;10:13;11:17;
23:22;24:18;25:4;
26:17;27:17;28:20,
24;29:9;30:12;31:3,7,
15,19,22;32:2,16;
33:1,3,9,17;34:9,15,
23;35:2,5;36:23;37:7;
39:13;40:9,11;41:6;
42:16;43:8;44:10,17
told (1)
44:5
toll-free (1)
20:11
took (2)
14:14;21:12
top (1)
19:7
topics (1)
34:18
totally (1)
42:5
towards (3)
23:15,16;28:25
town (1)
13:19
trade (1)
7:17
transcript (1)
5:3
transfer (1)
42:25
transmission (7)
8:15;9:21;12:12;
13:2;25:15;30:19;
40:17
treated (1)
11:12
trees (1)
25:13
try (2)
37:20;38:6
trying (1)
39:18
turn (3)
5:17;11:25;20:19
two (10)
14:7,15,19,25;
23:11;26:25;28:6,12;
33:13;44:6
two-plus (1)
19:22
type (4)
12:9;27:21;28:14;
37:14
typical (1)
25:12
typically (2)
13:11;36:6

U

ultimately (2)
15:1;32:8
under (1)
7:3
Understood (1)
26:15
unique (1)
22:5
unit (1)
8:1
units (1)
14:12
unsure (1)
33:11
unused (1)
30:7
up (13)
11:1;16:8;20:15;
26:25;27:1;28:17,24;
31:8;33:5;39:20;
41:20;43:12;45:4
Upper (1)
25:17
use (10)
5:1;13:23;19:19;
20:8;27:24;29:6;30:6;
40:6;41:10;42:6
used (5)
21:7,10;30:11;
40:19;43:2
user-friendly (1)
20:7
using (2)
19:10;28:15
Utilities (7)
4:18;5:22;7:22,24;
8:4,19;22:10
utility (2)
8:10;40:20

V

valuation (2)
37:13;39:10
value (15)
29:25;37:3,5,11,18,
21,22;38:6,6;39:23,
25;40:2,3,5,7
vary (1)
38:8
vegetables (1)
41:16
verbally (2)
11:8;45:7
verdict (1)
31:25
vision (1)
33:20
visit (1)
20:9
voice (1)
17:14
voluntary (2)
18:17,22

W

walk (1)
12:14
walked (1)
10:25
wants (1)
5:3
way (9)
6:11;13:6;18:8,11,
12;25:19;34:21;
42:12;43:18
ways (1)
22:8
web (2)
22:11,12
website (3)
20:4,5,9
weighs (1)
8:23
weight (1)
11:10
welcome (2)
4:2;23:25
wetland (1)
36:10
wherever (1)
35:14
whichever (1)
17:18

whole (6)
14:10;38:2,20;39:2,3,10
width (1)
13:8
wind (1)
13:23
windmills (1)
42:3
wire (1)
19:9
wish (1)
45:1
within (7)
14:11;24:25;25:9,12,13,18;36:17
without (2)
6:23;12:9
wondering (2)
25:7;37:2
work (10)
12:10,21;18:16,19,25;19:14,21;20:23;37:16,17
worth (2)
14:8;38:10
Wright (1)
4:5
writing (2)
6:10;45:7
written (6)
10:20;11:9;34:11,22;45:2,10

X

Xcel (22)
4:20;7:14,14;8:12;9:3,20;12:1,10;14:1;15:11,13;16:6,11,11;18:3,6;27:20;30:24;35:24;38:17,24;39:2
Xcel's (1)
16:19

Y

year (6)
14:3;15:6,15;19:20,22;44:2
yearly (1)
30:3
years (8)
29:15,16,20;30:1,6;38:21;42:1;43:23
Yellow (1)
4:5
yesterday (1)
7:12

1

1 (4)
7:13,13,14;14:22
1,000 (1)
13:11
100 (4)
29:20;30:1,6;38:5
11:00 (1)
4:10
12 (1)
19:2
12:00 (1)
45:13
12th (5)
34:5,7,10,13,15
13 (4)
7:13,14;21:25;22:2
136 (1)
4:11
140 (1)
13:6
15 (1)
13:19
150 (1)
13:8
150-foot (1)
18:11
15-day (1)
11:19
15th (3)
34:7,13,16
16 (1)
22:2
175 (1)
13:14
175- (1)
8:14
180 (1)
13:14
180-mile (1)
8:15

2

2 (1)
14:22
20 (4)
7:14;19:3;30:8;36:3
2024 (1)
4:9
2025 (3)
6:3;11:22;19:19
2026 (2)
19:21;26:9
2028 (2)
19:22;26:10
216E (1)
6:18
23-2500-39782 (3)
4:7;33:23;45:9
24 (1)
20:17
25 (2)
21:13;25:23
25th (5)
10:21;17:14;34:3,11;45:3
26 (1)
25:23

3

30th (1)
4:9
345 (3)
8:15;13:2;29:13

4

4 (2)
21:24;42:18
4:30 (2)
34:11;45:2

5

5 (1)
21:24
50 (2)
36:3;38:8

6

6 (1)
21:25
60 (6)
19:3;29:15,16;30:1,6,9
60-some (1)
43:23
60-year (2)
29:18,21
63 (1)
15:20
6th (3)
6:3;16:14,20

7

70s (1)
28:5
75 (3)
13:8;38:9,11
7850 (1)
6:19

8

80 (1)
38:9

Kimball Public Hearing Transcript

OCTOBER 30, 2024 - PUBLIC HEARING - 22-131 & 22-132

BEFORE THE OFFICE OF ADMINISTRATIVE HEARINGS

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION

In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties.

PUC DOCKET NO. CN-22-131 and TL-22-132
OAH DOCKET NO. 23-2500-39782

Met, pursuant to Notice, at 6:00 in the evening on October 30, 2024.

BEFORE: Judge Suzanne Todnem

REPORTER: Jacquelyn Young, RPR

I N D E X

SPEAKER	PAGE
Judge Todnem	4
Scott Ek	8
Matt Langan	12
Andrew Levi	21
Erin Donnay	25
Ron Branstner	31
Jason Pierskalla	38
Jacob Huset	45
Barb Pladson	47
Paul Pladson	47
Martin Ellis	50
Erin Gutwasser	55
Vernon Becker	68
Steve Schmitt	71
Robert Klaverkamp	72
Melody Vachal	74
Michael Massmann	75
Gary Woods	77
Ada Adolph	79
Jacob Kieke	83
Colby Storkna	86
Cindy Stelten	88
Kimberly Voigt	90

SPEAKER	PAGE
Cynthia Fisher	92
Steve Schmitt	92
Cindy Stelten	95
Cynthia Fisher	97
Tamilee Aulth	97
Marilyn Combs	103
Jerrold Powell	109
Jason Pierskalla	116
Michael Massmann	127

P R O C E E D I N G S

JUDGE TODNEM: Hello. Good evening, everyone. It's 6:00, so I would like to get started. If you want to find a seat.

All right. As you're finding a seat, I just want to take this time to quickly remind everyone to turn off your cellphones or at least silence them, and if you do get a call during the meeting tonight, I'd just ask that you step out to take your call.

All right. Good evening. I'd like to welcome you to this public hearing In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties.

This is OAH Docket No. 23-2500-39782, and PUC Docket No. E-002/TL-22-132.

Today is October 30, 2024, and it is about 6:00 p.m. We are convened at the Kimball Community School's cafetorium located at 100 Highway 55 West, in Kimball, Minnesota.

My name is Suzanne Todnem, and I'm an administrative law judge with the Office of Administrative Hearings. The Office of

Administrative Hearings is an independent agency in state government. It is not a part of or affiliated with the Minnesota Public Utilities Commission, the Minnesota Department of Commerce, or the Applicant in this matter, Xcel Energy.

At this time I'd like to take a moment to point out that we do have a court reporter present here. Ms. Young's role is to record everything that is said as part of the record.

Therefore, it's important that only one person speak at a time, that speakers talk loudly and clearly, and that you do not use gestures such as shaking your head.

If anyone wants to see a transcript of the public hearings, including the one here today, you may contact the Department of Commerce to make arrangements.

Today I will briefly describe my role, and then you will hear from the Commission, then the Applicant, and then from the Department of Commerce staff. And then finally, and perhaps most importantly, we will have time for you, the public, to make comments or ask questions.

If you would like to speak at this hearing, there was a box to mark indicating that on

the sign-in sheets by the door where you entered or you can just raise your hand when I open the floor.

I will call the names of the persons who marked the register sheet first. When it is your turn to speak, I'd just ask that you come to the microphone, state and then spell your name before you make your comment or question.

All right. As the administrative law judge, I have been assigned to preside over this hearing, to compile a record for the Public Utilities Commission to consider in making a final decision on the Applicant's request for a Route Permit, to prepare a report and issue findings of fact, conclusions of law, and recommendations on the Route Permit application. My report will be issued on or about February 6, 2025.

My role is to ensure that all relevant information is gathered fairly, including comments from the public, and, to the extent possible, all questions from members of the public are answered.

Because my review is limited to the record and comments you make here or in writing, they are the only way to get them into the record. So I encourage you to comment in whatever form you

are comfortable.

My report will address the Route Permit application, the certificate of need, and the environmental impact statement based on criteria set forth in statute and rules. Those rules and laws can be found in Minnesota Statute Chapter 216E and Minnesota Rule Chapter 7850.

My report, however, is not a final decision. The purpose of my report is to summarize all the information presented in a neutral and fact-based manner without advocacy and to give a recommendation as to whether the Applicant's request for a Route Permit should be granted by the Commission.

The Commission will then take my report and recommendation under advisement and make its decision on the record, which includes input from the Applicant, the Department of Commerce, and from citizens. The Commission will make a final decision on the Route Permit application at a separate meeting.

The parties have already filed some testimony and exhibits that have been received into the record at the first public hearing, which was held yesterday. I have received Exhibits PUC 1

through PUC 13, EERA 1 through EERA 13, and Xcel 1 through Xcel 20. Copies of the prefiled testimony are available to the public through the edocket system with the exception of the portions that contain trade secret information.

So with that, I will turn it over to the Commission.

MR. SCOTT EK: Thank you, Judge Todnem. My name is Scott Ek. I'm an energy facilities manager with the Minnesota Public Utilities Commission.

The Minnesota Public Utilities Commission manages the overall review process and is a government unit with the authority to issue certificates of need and route permits for large energy facilities. The Public Utilities Commission consists of five commissioners appointed by the governor. It regulates the electricity, natural gas, and telephone services, and its mission is to improve the lives of all Minnesotans and to ensure safe, reliable, and sustainable utility services at just and reasonable rates.

So we're here tonight because Xcel Energy has applied to the Commission for a Certificate of Need and a Route Permit for a new

approximately 175 to 180, 345 kilovolt double-circuit transmission line between Sherburne and Lyon Counties. It's also known as the Minnesota Energy Connection project. Xcel Energy will provide in greater detail on the project later in this presentation.

But for a project of this size, the Public Utilities Commission must issue a Certificate of Need and a Route Permit before the project can be constructed. In making these decisions, the Commission weighs the relevant criteria and rule and statute and reviews the record of the case, which includes -- which includes, but is not limited to -- these are -- these are more of the bigger items -- the public comments that were received, information in Xcel Energy's application, information in the environmental impact statement, testimony that was provided, and, of course, the report of the administrative law judge.

And should the Commission issue a Certificate of Need and a Route Permit, the Commission may, at times, include special and additional conditions that reflect what they've seen in the record to ensure proper and safe construction and operation, and including methods to minimize

wildlife impacts, special impacts that were identified by folks during this process.

This slide shows the current application review schedule. As you can see, the applications were filed back in January, and we're all here at the same location for a public information and EIS focus meetings to get information for the scope EIS. The draft EIS was created and it was issued a little earlier this month in October. Andrew, with the Department of Commerce, will provide greater detail on the draft EIS later in his presentation.

So as you can see, the orange rows, that's where we are at now in the process. These are the joint draft EIS meetings and public hearings, and as the -- as has been indicated, this is an opportunity for folks to provide -- or ask questions about the proposed project, provide additional input, identify concerns with the overall project, and to provide comments about the information that was presented in the draft EIS.

In addition to these hearings and meetings that we're holding, there's a written comment period that is open until November 25th for folks to provide comment, written comment, by

letter, e-mail, or online. Information on how to submit those comments is out at the front desk. There will also be a slide behind me at the end that provides that information.

You should note at all these meetings and hearings that we're having, the information is the same. Oral comments hold just as much weight as a written comment that's received. I know some people will want to provide both. That's fine. I just want to let you know that however we receive the comment, they're both -- any way, they're all considered important.

So the next steps in this process after these meetings conclude, meetings and hearings conclude, a final EIS will be issued, and that's scheduled for January. And we'll talk about this more, but the final EIS will respond to comments that were received during this comment period on the draft EIS. So in response to those comments.

In February, as Judge Todnem has indicated, she will issue her findings of fact, conclusions of law, and recommendations. And after a 15-day exception period to the administrative law judge's report, the Commission will make its decision, its final decision on the Certificate of

Need and Route Permit, and that's scheduled to be sometime in March. The exact date hasn't been determined, but it will be in March 2025. So that's when you can expect a final decision on this project.

With that, I'll turn it over to Matt Langan with Xcel Energy, who will provide more detail about the proposed project.

MR. MATT LANGAN: Okay. Thank you, Scott, and thank you, Your Honor, and thanks to all of you who are attending tonight.

I'm going to provide a description about the project that we're proposing. I'm going to provide a description of how we arrived at proposing the routes that we proposed. And I'm going to provide a description of sort of next steps after picking up on -- after a Commission decision is made that Scott just described. And then we're going to be available for questions after the conclusion of the presentations tonight.

So the Minnesota Energy Connection is a double-circuit 345-kV transmission line, as Mr. Ek indicated. What that looks like is very similar to what you see in the picture on the right side of the slide.

These transmission lines are built on a concrete foundation. They are a steel structure. They have conductors or wires strung on either side of them.

The right-of-way that's required to construct, to operate, and to maintain the transmission line is 150 feet in width. And so that is -- that 150 feet, that's 75 feet on either side of the project center line.

The span between the structures is typically about 1,000 feet. So about five structures per mile on average. The height of these structures is typically about 140 feet in height.

For this project, the length of the route, depending on the route that the Commission approves, is going to be between 175 to 180 miles between project end points. Those end points are our existing Sherco substation in Becker, Minnesota, near our Sherco coal generating plant, and southern Lyon County near the City of Garvin. So about 10 or 15 miles south of Marshall, Minnesota.

The purpose -- Sorry. The purpose of the project is to replace retiring coal-fired generation with new sources of renewable energy. It's primarily wind, but it will be a mix of wind

and solar-generated electricity.

So as we are -- we're evaluating what routes to propose, we did conduct a number of public outreach events to examine if we're going to build a transmission line between these project end points, where would that project go, where would that alignment go that would reduce impacts to the extent possible. And so we're looking to -- we're looking for routes that avoid or reduce impacts to natural resources, to agriculture operations, to residences, to communities.

And so we took a lot of feedback from not only individual landowners but local units of government, state and federal agencies, and other stakeholders that are interested in the project, as well as our own evaluation of routes that reduce the impacts to the extent possible.

Once we did that, it's important for you to know that in the state of Minnesota, when we propose a line of this capacity and this length, we are required by law to propose at least two different routes, two different routes between project end points. And so we proposed two routes and named them the purple route and the blue route, and it's important that we named those at the time,

that we didn't name them one or route two, Route A or Route B, because it's important that everyone knew that we did not have a preference at that time, which route should be approved.

When we need to -- when we need to propose two routes, we need to propose routes that no matter which the Commission approves, we know as a company we're able to build it and operate it and maintain it well into the future. And so no matter which of these two routes are picked, we would be able to do so.

So we made an application -- as a matter of fact, it's a year ago today that we submitted our application, and by submitting our application with these two routes, that initiated the State's review of our proposal.

One of the first steps in that -- in that review is the State makes sure that our application is complete; have we provided all the information that the State needs to begin that review, and the State found our application review, I think it was December or maybe January, about ten -- ten months ago.

The next step is an important one. The next step, and this is what we were here in

January, and that was the EIS scoping meeting, and what -- what is requested of the public at that time is, are there routes, route segments, that you believe that are less than ample than what Xcel Energy proposed in the purple and blue routes. Are there ways to make those routes less impactful.

And so you as a community and all the communities throughout the project area did a very good job in participating in that scoping process.

To the extent that there were -- the State accepted 63 different route segment alternatives as part of that scope in an effort to reduce the impacts of the -- of our proposal.

On the map that's on the screen and that perhaps you were able to see before the presentation kicked off are our standing maps. Those routes are represented in pink. And so there are 63 different route segment alternatives that the State is considering, and those alternatives are available for the Commission to approve when they are approving an end-to-end route. So they're all in play.

Once we -- once that scope was established, the State went about developing their draft environmental impact statement. That's also

the subject of tonight's meeting. And we, at Xcel, need to provide testimony to this hearing.

So we start out with providing direct testimony, which was used December 6th as part of this overall public hearing process with the administrative law judge, the Office of Administrative Hearings, and as part of that direct testimony, the Applicant is asked to identify a preferred route.

And so on December 6th, we submitted testimony with the Company's preferred route between project end points. And what we're terming that is the modified blue route. By and large, in our evaluation of all of the information that we've gathered over the course of the last year and even going back to the public open houses, is that the blue route is the least impactful of the routes that we proposed.

However, we call it the modified blue route because there are six different locations along the -- along the blue route where we believe that public scoping routes that were proposed are less impactful than our originally proposed blue route. So we are proposing that those tweaks be -- you know, those route adjustments be incorporated

in the route that the Commission approve as part of our preferred route. And we are preferring that route because, again, we believe that it creates the least amount of impact between project end points and along the route.

Now, it's really important for this group to be aware, and -- and we are making sure this is true of all public hearings that we're having this week and next, is that the process is not over yet. Just because the Applicant has proposed a preferred route, that does not mean that it's going to be approved. So we do not want to dissuade anyone from continuing to participate in this process after we have declared we have a preferred route. I just wanted that to be clear with the group.

So one more thing, if I may, Your Honor, I just have a couple more slides that I want to talk about after a route would be approved. Often the public is interested in, you know, the easement process and the construction process, so quickly I'll go through -- Sorry. Quickly I'll go through those pieces.

So once a route is approved, Xcel Energy would negotiate directly with each landowner,

negotiate an easement. That easement language would be specific to each property where the line crosses. We do have -- So that -- that easement would involve, you know, access to the right-of-way, any potential damages that were created through the construction process, the landowner is compensated. The easement provides Xcel Energy the ability to build, operate, and maintain the electrical infrastructure, and the landowner retains ownership of that land within the right-of-way.

In terms of the construction process -- Sorry. So in terms of after the easement negotiations are complete, then we would begin construction. We would conduct first environmental surveys and geotechnical investigations. As a matter of fact, we have -- we have been requesting voluntary or -- voluntary access to use some of that early survey work along the various route segments that are still under consideration right now to gather some of that information early.

But after the survey and geotechnical work is done, then we would install concrete foundations. We would then, once those are cured, place steel structures on top of them. We'd

install, then, conductor or wire. We will do that using either helicopters or ground-based equipment. And then after the line is constructed and energized, we would begin site restoration efforts.

The schedule for that is -- So picking up with a Commission decision in early 2025, easement acquisition would occur throughout the rest of that year, and then construction would begin in the summer of 2026. And the line is expected then to be in services and construction complete in late 2028. So a little bit more than two years construction process.

The last piece is, we do have information available on our project specific website. That's MNenergyconnection.com. Good information is available there. Also an interactive map that we think is pretty user friendly that you can zoom in on your area of interest.

And then we also have a project specific toll-free phone number and e-mail address. Should you have any questions of the Xcel project team between now and even through construction, we have project team members available to answer a call or answer an e-mail.

Thank you, Your Honor. That

concludes my presentation. We can turn it over to Andrew.

JUDGE TODNEM: Thank you.

MR. ANDREW LEVI: Thank you, Matt. Hello, everyone. Thank you for coming this evening.

My name is Andrew. I work with the Minnesota Department of Commerce. The Department of Commerce, along with Barr Engineering, our consultant, prepared a draft environmental impact statement or the draft EIS for this project.

The purpose of the draft EIS is to describe potential impacts as well as potential radiation measures associated with the project. It is not a decision-making document, but it is used by decision makers so they can understand potential impacts from the project.

The draft EIS does not advocate for or against the project, but information in the draft EIS can be used to question and debate the project.

The draft EIS took us most of the summer to prepare. We've been working on it since we were here last. It was prepared by a team of about 25 people. It was based on the Applicant's Certificate of Need and Route Permit applications, your scoping comments, additional information

provided by the Applicant as we asked for it, and our own analysis. We believe that the draft EIS addresses those issues identified in the scoping decision.

The draft EIS, it's about 500 pages long. Plus appendices, it's -- it's about 1,000 pages if you want to look at it, but just to highlight a few sections for you.

The draft EIS discusses the proposed project and alternatives to it, including a no action alternative. These alternatives to the project are discussed in Chapter 4.

Chapter 5 discusses potential impacts generally and potential impacts and mitigation measures generally, while Chapters 6 through 13 talk about potential impacts based on geographic region, with Chapter 6 being further south and Chapter 13 being the furthest north.

I encourage you to read the chapter or chapters that are unique to your geographic region where you live or are otherwise interested in.

There are several ways to review the draft EIS. Electronically it's available on the Minnesota Public Utilities Commission and the

Department of Commerce web pages. It is easier to view on the Commerce website as we had to upload it in like chunks onto the PUC website and things kind of get cut off, but it is more complete on the Commerce website.

There are flash drives available. They're in a cardboard box on the -- on the table out front. If you'd like a flash drive with the complete EIS on it, you can surely take one of those this evening.

Printed copies of the EIS are available for review tonight. They're in the back corner of the room. They're also available at one of 10 public libraries throughout the region, and those libraries are listed.

In addition to whether a permit should be issued for the project, you can provide comments on the draft EIS during the comment period. Please follow the instructions on the notice and tell us if you think the draft EIS is missing any information or needs information clarified.

After the public comment period closes, we will revise the draft EIS and issue a final EIS based on your public comments, and as Scott mentioned, we will respond to those subsequent

comments on the draft EIS.

Just as a quick reminder about commenting tonight. Please show respect for others. It's hard to get up and speak in front of a large group. I don't like it at all. So, you know, reasonable people often disagree, so if you could please allow people to speak their opinion.

One speaker at a time. The court reporter cannot capture -- she's very good, but she cannot capture two speakers at once. When you do come up to comment, please state and spell your name for the court reporter, and please limit your initial comments to five minutes. If there is time at the end of the meeting, we can come back to you.

And then just one other thing I wanted to mention. I saw a couple folks trying to capture some pictures of the slide, and I took the slide away before they got the picture. That Power Point presentation is on the table out front, so it has all the information from the slides and you can grab that.

That's all I have. Thank you.

JUDGE TODNEM: All right. Thank you for all of the presentations.

Now it is time for you, the public,

to come up and ask your questions or make your comments. I welcome and encourage each one of you to comment.

The Commission is particularly interested in comments about whether they should issue a Route Permit and Certificate of Need for the proposed project, comments on the environmental impact statement, what are the human and environmental impacts of the project, and how can the impacts be addressed or mitigated. If a Route Permit is granted, which route alternative and land modifications should be selected, and/or what additional conditions or requirements should be included.

And lastly, just a general, are there other project-related issues or concerns that you would like to share.

So at this time, I will turn to the sign-in sheets, and it looks like I have Erin Donnay.

MS. ERIN DONNAY: Erin, E-r-i-n; Donnay, D-o-n-n-a-y.

Thank you, Your Honor.

No permit should be issued or certificate, but I have three questions regarding

other aspects of this project tonight.

My first question is, what is the official clerk of courts' mailing address to get correspondence to you?

JUDGE TODNEM: So if you want --

MS. ERIN DONNAY: So my written -- in other words, my written comments, how do I get them to you?

JUDGE TODNEM: So anything that is submitted through the methods up on the screen right now I look at. I -- I am going to be relying on the record, so anything filed in edockets, I will read. Anything said here tonight, obviously I'm going to listen to and hear. That is really the best way to have a comment put into the record.

You know, if people do send things to me, you can send it to Office of Administrative Hearings, and I can give you the address, but I will note that won't be part of the record. If you want it to be part of the record, you need to utilize the channels that are provided on the slide.

But if you do want to send it to OAH, it is 600 North Robert Street. Actually that's the street address. I would have to look up the mailing address. It's a P.O. Box that I don't have at

the -- at my ready.

MS. ERIN DONNAY: Thank you. My second question for -- I'm not sure who would answer this, but has eminent domain been granted in this project?

JUDGE TODNEM: No. I mean, I don't know if the parties would like to expound on that.

MR. SCOTT EK: I can answer. Scott Ek with the Public Utilities Commission.

No, eminent domain has not been -- Here's the thing. Eminent domain is not allowed to happen until the Commission issues that Certificate of Need.

And I should let folks know, so the Certificate of Need, that's the first decision they need to make on this project, and they'll make it on the same day at the same meeting, so they'll ask if it's needed, and there's criteria they go through.

So if they were to say it is not needed, everything ends there. It -- it ends. They don't even look at the route or anything. So just so folks know that. So that's the first decision.

If they do decide it's needed, they go to the Route Permit application review and then

they take a look at the record, the whole record, and make a -- make a decision on what is the most least impactful route. They decide on that. They issue a Route Permit, and then they'll issue an order. An order, that's how the Commission speaks, through its order, so they'll have an order with the Certificate of Need and Route Permit.

At that time is when Xcel Energy can go and pursue eminent domain when they have those -- the need and the permit decision from the Commission, but not before that time.

MS. ERIN DONNAY: Thank you for clarification on that. When we were here in January, Mr. Langan kind of intentionally misled the public. It's disgusting, shameful, and frustrating to us taxpayers, and none of you up there, Your Honor was not here, none of you corrected him on that. So I want that on the record.

And third and my final question. I don't want this line on my property. I won't be signing any voluntary documents from Xcel Energy. At what point do I become a defendant in this case?

JUDGE TODNEM: Do you want me to answer that?

So, again, you won't become a

defendant on -- on the administrative law case. So my role is to really only make a recommendation to the Commission about whether they should approve the -- well, the Route Permit and to make findings of fact and conclusions of law on the Certificate of Need.

Once that process is done, my role -- my role is done. And then in terms of what the Commission chooses to finally do, whether they grant the Certificate of Need and Route Permit, if -- if both of those are granted, then it's the Applicant who can then begin, you know, the process of construction and, you know, as Mr. Langan described, you know, obtaining the easements.

If easements aren't voluntarily procured, then I assume that the Applicant would seek next steps.

MS. ERIN DONNAY: Right. So eminent domain, at what point do I become a defendant in this case?

MR. SCOTT EK: Your Honor?

JUDGE TODNEM: Yes, Mr. Ek.

MR. SCOTT EK: Scott Ek with the Commission. So I told you that there was intervention to become a party earlier, and that

time has passed. It was, I think, back in July, so you could have intervened then as a party. We've gotten -- I think it's gotten too far down that road where it's -- you're behind the curve.

I think -- I'm not here to speak for Judge Todnem, but I think you could still request and see what the judge may say. So there's that.

Second, if the Commission makes a decision on the CN in January in favor of a CN and a Route Permit, there is a -- so the Commission will issue its order, and then there's 20 days after that order is issued for people to ask for a reconsideration. So they can go to the Commission and say, I want you to reconsider your decisions. So then the Commission will need to look at what's presented in that reconsideration and, you know, maybe -- maybe they grant it, maybe they don't, maybe they change something.

Once they make that decision, whatever it's going to be on the reconsideration or they don't grant it, then the Commission's process is done. So then a person would need to go to appeals court and appeal the Commission's ruling.

And then eminent domain is kind of -- I'm not an expert on it because I don't deal with

this, but that's -- that's on another track, a court track.

So you'd have an appeals court on the Commission's decision, and then you'd have a court track when it comes to eminent domain issues.

MS. ERIN DONNAY: Thank you.

JUDGE TODNEM: Thank you, Ms. Donnay.

Next I have Ron, and I'm not going to try to pronounce your name.

MR. RON BRANSTNER: I'll take care of that. Ron Branstner, B-r-a-n-s-t-n-e-r, Eden Valley. I belong to the American Policy Center, a member with the State of Virginia. We actually deal with protecting public -- private property rights for people in this situation, which is far worse than (inaudible).

JUDGE TODNEM: I'm so sorry. Can you maybe come just a little bit closer?

MR. RON BRANSTNER: Come closer to the microphone.

JUDGE TODNEM: Thank you.

MR. RON BRANSTNER: So, yeah. I belong to the American Policy Center, which is in Virginia, the state of Virginia. We deal with protecting private property rights of landowners,

which would be farm owners and landowners all -- all across the country. So we're very involved with situations like this with the people you see in the audience who have concerns.

I do have a couple of questions. What I want to say is, is one of those buffer zones? I haven't heard you talk about buffer zones. Can anybody address buffer zones? Do you understand buffer zone? Do you know what that is?

MR. ANDREW LEVI: Are you referring to the right-of-way along --

MR. RON BRANSTNER: Well, you have an easement, right, and then within the area of the tower, you have an area that they cannot use that they relinquish to the state to put the tower on. Assuming there's a buffer zone, how close can you get to that? What's off limits?

MR. ANDREW LEVI: Matt with Xcel can answer that question.

MR. MATT LANGAN: So perhaps, sir, are you -- I might need you to clarify, but we have a right-of-way that we would secure with a negotiated easement with the landowner, and that would be 75 feet on either side of the center line. And that would be the area where there could be

some restrictions about what would occur within that -- in that area. So 150 feet total, 75 feet on either side. And one example would be, we would not be able to have tall growing trees within that zone so that we can safely operate and maintain the line.

I'm not sure if that's what you mean by a buffer zone, but that's our easement or right-of-way area.

MR. RON BRANSTNER: It addresses the issue. So you do have -- We call it a buffer zone, so you do have -- So is it just the area where the tower is at? You actually are eliminating private property rights when that land -- when that tower goes on that land, it actually goes beyond the tower to, like you said, to the road, in the center, 75 feet out, so there's more land involved that is taken out of production, is what I'm saying.

MR. MATT LANGAN: Your Honor, I -- I have to clarify there, is that there are a number of activities that, yes, are allowed to occur and continue within the right-of-way, such as agricultural operations are certainly allowed with our easement rights, and those activities can occur so as long as they are not interfering with the operation or ability to maintain the line.

MR. RON BRANSTNER: Okay. So we talk about -- when you -- when you close this area down, the agricultural, can they farm underneath the tower? I assume they could; right?

MR. MATT LANGAN: Yes, you can.

MR. RON BRANSTNER: And how close are the easements, the 75 feet of the easements?

MR. MATT LANGAN: Within the entire easement.

MR. RON BRANSTNER: Okay. All right. Are you aware of the 30 x 30, the 30 x 30 project? It's an international project. The governors of the Counties of the State of Minnesota just wrote a letter this year to President Biden trying to stop exactly what you're doing right now. It's called the 30 x 30 project.

They wrote a letter and said, enough of this land grabbing because what you're doing is you're land grabbing from farmers. Because once you do an easement, you're shutting down that land and making it basically a no-go zone, and that's happening all throughout the state.

So the Congress in the state of Minnesota and all through the country are writing letters making sure they give property rights back

to the farmers. Because in this situation, this is not been done yet, as you said; right? It's not done until possibly March of next year, and we don't know if that's going to happen, not happen. It's a state run -- a state decision on the needs and wants.

So the needs and the wants are going to be determined on wind or solar; right? Wind or solar. That's going to be your easement. How much wind -- how much land will farmers voluntarily give away in order for this to happen? Because I understand what the state wants to do. They want that land. They want the land grab, I get it. One out of four acres in Minnesota is owned by -- is -- is owned by the state. The rest of it, they want this land. I get it.

I just lost my thought here.

So if -- so to go back to solar and wind. If you do solar and wind, that's a voluntary -- voluntary project. So I understand what you guys want to do, and that could be mandatory, but it's the farmers that are actually selling the state out. Because this project will not happen, cannot happen unless a farmer voluntarily gives up his rights, because wind and

solar is a voluntary project. Would you agree? Wind and solar is voluntary? There's nothing mandatory. Even if you take down the coal plant in Becker, it doesn't matter if you take it down or not, they have to find an alternative, which only generates 2.5 percent of fuel, and we're relinquishing 85 percent of fuel. You cannot make it up. If you covered the whole country, you cannot make it up. You're losing energy.

So it's a voluntary program. So it's up to the farmers to stop this. I don't know how many farmers are in this room that already sold out their property or leased out their property to solar or wind, but it's them that are creating the problem for these towers. It's not you. You're being mandated by the state and Governor Walz, but we need to address these farmers, wouldn't you agree, because the farmers are the ones who are leasing out their land. Because this would not work if the farmers stopped leasing out their land to wind and solar, this project is dead, it's dead in its tracks.

What we need to do, and this audience, is we need to reach out to farmers and tell them that they're locking down their land for

25 or 30 years, they're taking away their property rights. They're going to build, well, a slight buffer, you didn't say it, but I understand.

But this project does not work. It's irrelevant. It stops. So I'm really interested to see what happens in March. You're going to have to have enough energy in March to build that transmission tower 175 miles through farmers' lands, taking possibly easements or eminent domain or however you get it, for something that we know for a fact has failed throughout -- throughout the world. Germany is figuring that out. That's a fact, and they're 20 years ahead of us.

Solar and wind can only be subsidized by the state. That's the only way that they can function. That's how they get their money back or tax energy credits.

So my point is, we -- we need to address the animal in the room here, because I understand what you guys are doing, but it's the farmers that are selling us out. The farmers are selling everybody out when they lease their land to solar and wind for something that will fail because it only generates 2.5 percent of energy and we're giving up 85 percent of energy. And you need to

reach out to farmers and tell them, yeah, we're going to have to cover the whole state. We may be able to cover St. Cloud in the end when we get all this solar. We may be able to cover a little sliver of the state.

JUDGE TODNEM: All right. Thank you.

MR. RON BRANSTNER: All right. Thank you.

JUDGE TODNEM: All right. Next I have Jason Pierskalla.

MR. JASON PIERSKALLA: Hello. Can you hear me okay?

JUDGE TODNEM: I can.

MR. JASON PIERSKALLA: Thank you. I can speak for a time?

JUDGE TODNEM: Yes, if you can just state and spell your name.

MR. JASON PIERSKALLA: Jason Pierskalla; J-a-s-o-n, P-i-e-r-s-k-a-l-l-a.

JUDGE TODNEM: Thank you.

MR. JASON PIERSKALLA: Thank you. I'm going to start out by including everyone. I would like to know, and only answer if you're comfortable, by raising your hand, are you on the blue line?

(People raise their hands.)

MR. JASON PIERSKALLA: A fairly significant amount.

Same question, only are you on the purple line?

(People raise their hands.)

MR. JASON PIERSKALLA: Okay. Thank you. Now, if you're comfortable answering this question, please do.

If you're on the blue line and you received information from Mr. Chris Rogers from Xcel Energy asking you if you would consider a contract. You don't have to have signed it, but did anybody on the blue line get a contract? I did.

(People raise their hands.)

MR. JASON PIERSKALLA: Same question, did anybody on the purple line get a contract?

(No one raised their hand.)

MR. JASON PIERSKALLA: That's curious. Okay. So it appears that the blue line is a bit more favored based on our informal survey that we've done here tonight, and that can be entered into the record, I would presume. Yes?

Also, hearing this it says, granting Xcel Energy access does not mean that the project

will be routed through your property.

Next statement. The question would be this: In review of the environmental impact statement, I don't know if you've taken the time to review online, it's approximately 600 pages in length, give or take. There is information about safety. There's information mentioned about effects on pacemakers and other aspects of health care.

I take this fairly personally as I have family members who are in direct line of impact by this project.

JUDGE TODNEM: I'm going to --

MR. JASON PIERSKALLA: And as our survey just showed --

JUDGE TODNEM: Mr. Pierskalla, if you could try to direct your comments to me, that would be helpful.

MR. JASON PIERSKALLA: Oh, sure.

JUDGE TODNEM: Thank you.

MR. JASON PIERSKALLA: And our family has direct impacts by this project. As you can see by the previous survey, the blue line appears to be the preferred line; although I believe they mentioned earlier that it's not established yet.

Some of the lacking information in

the environmental impact statement would include the following: There is a lack of longitudinal sites with large sample size involving the health and wellbeing of residents.

Now, there is some of that information in European nation studies. I don't have them all at my fingertips, but I encourage all to research and find them for themselves.

However, it would seem appropriate that the persons with the authority and the control would take the most initiative and have the highest responsibility to look out for the wellbeing and health and welfare of the entire citizen population, especially the landowners who are directly impacted.

Why do I say there are some limitations? I will tell you. Well, for one direct example, my land is being divided in two. It's a 40-acre property, maybe six acres, give or take, maybe more. To get from one side of the property to the other, I have no point of access.

And to use the land in between, I would need to be in direct exposure to the EMF, electromagnetic forces that are emitted by the high-level power lines that are being placed directly on the property. This is not a voluntary

request.

So what are the dangers that I'm concerned about beyond myself, beyond my veteran brother-in-law who has a pacemaker and likes to hunt there, beyond my veteran father who served in Vietnam with Agent Orange related health conditions? What other concerns do I have? I will tell you.

I do not -- Pardon me. I'll start just by -- By the way, you can find my full statement online in the public comments should you wish to read them. I would hope you will read them.

Other unexplored -- Okay. Additional relevant topics that need to be addressed in the environmental impact statement and the importance of studying the health and wellbeing of all citizen landowners affected by this project would include the following:

The mental health of residents and the impact on pre-existing mental health conditions, the importance and impact of EMF exposure on residents' fertility or the effects it may have on a developing fetus, because even if residents are not pregnant now, they may have new pregnancies in the future, they may have children or family members that live there. Something to ponder.

Other concerns, there's been research in Europe about brain tumors in developing children. Now, are all these lines directly by the houses? Perhaps not. Are all the children going to stay in the houses? Perhaps not.

Are there other vulnerable populations? Yes. Specifically identified are pregnant women, persons with chronic illnesses, persons with fetal development issues, geriatric residents, acute and chronic illness. I think I bounced around, but, oh, well.

There should be public health, medical authorities participating and providing input and research on this process. The best research shows that distance is our best protector from EMF exposure, longitudinal studies, large sample sizes, and repetition studies would be helpful.

In conclusion, I do not support the route, and I believe that there has not been enough effort made to help protect the safety and health and wellbeing of all the citizen landowners as well as the general public, who are the most valuable assets of Minnesota.

Thank you.

JUDGE TODNEM: Thank you.

(Applause)

MR. ANDREW LEVI: Your Honor, can I ask a follow up or just state, I guess, for everyone. If there's a study that you want us to look at --

MR. JASON PIERSKALLA: No, I don't hold the obligation. You're --

MR. ANDREW LEVI: No. We talk to the Department of Health, but if there's anything in addition that you would like us to --

MR. JASON PIERSKALLA: That's a publication so you can find it.

MR. ANDREW LEVI: You're interrupting.

JUDGE TODNEM: Mr. Pierskalla, I'm sorry, but you're going to need to come to the microphone to make your comments because we're not going to be able to pick them up for the record.

MR. JASON PIERSKALLA: It doesn't matter anymore.

MR. ANDREW LEVI: But if there's anything you would like us to look at --

MR. JASON PIERSKALLA: I said what I said.

MR. ANDREW LEVI: I know. I'm not talking to you. If there's anyone else that would like to provide anything, feel free to do so in your comments and we'll take a look at it.

JUDGE TODNEM: All right. Thank you.

Next I have Jacob Huset.

MR. JACOB HUSET: Hello. Jacob Huset; J-a-c-o-b, H-u-s-e-t.

I just have three quick comments. One, first and foremost, my property is affected by two of the alternative lines, the pink and the -- and the purple. And within those lines, there's a lot of wildlife habitat. I can cite sources from the Audubon Society and others that wetlands habitat is -- has vastly been affected by these big transmission lines. It affects the migratory patterns of bird. It adversely affects those.

Secondly, I am a radiologic technologist, which means I work with radiation almost every day, so I'm well aware of the dangers that Jason actually spoke about earlier to our own personal health.

To expand a little bit on what he said without going into all the science of it. Birth defects, cancers, are all -- are all real

legitimate concerns with the radiation that would be emitted from these lines.

And then lastly, I think maybe it should be important to be brought up that in 2021 there was a big winter storm down in Texas. I know a lot of the Xcel users down in the Cities were a little perturbed that their -- they received surcharges on their Xcel Energy invoices that were essentially helping reroute power and supply power to -- to those areas.

And then to expand upon that, I believe last year Xcel Energy posted a $1.7 billion income. They paid their CEO 21 million.

So my question to you, you're asking me to sacrifice the wetlands and the habitat and the ecosystem around my home, you're asking me to sacrifice my own health for living in my home, and you're asking me to sacrifice the property value of my home that I worked so hard to earn and build and live in. What are you sacrificing? Because as far as I'm concerned, Xcel Energy is not a nonprofit.

That's all. Thank you.

JUDGE TODNEM: Thank you.

(Applause)

MR. RON BRANSTNER: They are not a

nonprofit, by the way.

JUDGE TODNEM: All right. Next I have Paul and Barb Pladson.

MR. PAUL PLADSON: Barb and Paul Pladson. Paul, P-a-u-l. Barb, B-a-r-b. Pladson, P-l-a-d-s-o-n. We live at 20738 County Road 142 in St. Augusta.

MS. BARB PLADSON: So it's safe to say that probably no one here tonight is pleased to have this transmission line routed through their area.

We built our home in 1980 on County Road 142, and in 2012, we purchased almost ten tillable acres from Joel Pelzer, our neighbor. This parcel included a narrow strip of land, which we developed into an access road leading through our woods to the land we just purchased from Joe, and we developed a Christmas tree field.

This is our only year-round access to our back ten acres by tractor, truck, or car to the field since the other ground in the other areas that we own is too soft. So we must go through this one little access road.

MR. PAUL PLADSON: In 2003, we began planting seedlings. We planted Fraser fir trees,

Colorado spruce, balsam, and white spruce trees. Each year we planted between five and one thousand trees.

MS. BARB PLADSON: 500 to 1000.

MR. PAUL PLADSON: What did I say? 500 to 1,000. Corrected.

It takes eight to ten years for Christmas trees to grow to a saleable height of six to eight feet. Eventually we had 5,000 trees in the field. Sales began in 2012. They continued through 2019.

We were closed during the COVID years, and now we donate trees to friends, family, neighbors, and our church. We still have 578 Christmas trees. We continue to mow the field, prune and shape -- prune and shape many of the trees. People still drive out to the field. They enjoy the rural setting and cutting a tree themselves.

MS. BARB PLADSON: Just tonight we learned from Andrew, in fact, that -- who works for the PUC, that it was the DNR that proposed an alternate power route -- power line route that would bisect our field, cutting it right in half. We do not want this line running through our Christmas

tree field.

MR. PAUL PLADSON: A very large portion of our Christmas trees would be destroyed by this line running through the field. There's a tower that is proposed to be placed right in the middle of our Christmas tree field. Of course, getting that tower put in would ruin just a number of the trees getting into that area that we have spent years to develop and get up to a saleable size.

We don't want the line running through our field. It would ruin the ambiance and the peaceful rural setting of our Christmas tree farm.

Taking into consideration the dangers of stray voltage and electromagnetic fields, do we dare even work on our trees under that line?

MS. BARB PLADSON: The power line would significantly decrease the value of our property. Imagine a prospective buyer's reaction when we would have to disclose its presence. Oh, by the way, we would say, there's a huge tower and a power line running across the back of the property. What would your reaction be?

MR. PAUL PLADSON: We oppose the --

Is it the orange --

MS. BARB PLADSON: We oppose Route 244.

MR. PAUL PLADSON: Yeah, Route 244, the orange alternate route going through our property. We are in favor of sticking with the original blue line that goes north of our property.

Please help us save our trees and our land, but mainly our Christmas tree farm.

JUDGE TODNEM: All right. Thank you.

(Applause)

JUDGE TODNEM: All right. Next I have Martin Ellis.

MR. MARTIN ELLIS: I hope it doesn't fall. Hi. My name is Martin Ellis; M-a-r-t-i-n, E-l-l-i-s.

Your Honor, Public Utilities Commission, officials and Xcel Energy representatives. I'm a representative from my family partnership and our family's generational land interests in Stearns County, particularly Fair Haven and Maine Prairie Townships.

My family has owned and worked this land here since the 1920s. We maintain over 300 acres of environmentally sensitive land that is

dedicated to wildlife, land preservation, and family gatherings through thoughtful management and woodland stewardship plan in conjunction with local and state environmental authorities.

The proposed transmission lines would adversely affect the natural and pristine characteristics of our land. Furthermore, the clear-cutting of forests, destruction and rerouting of natural spring-fed springs, perpetual easements, and regular use of intrusive heavy equipment would have detrimental effects to wildlife habitats that include nesting Trumpeter swans and other water fowl.

Native plants are equally important, and the disruption of seasonal migration of water fowl and other birds using the shallow marsh filled lake, just to name a few.

I would like to say the $1.2 billion Minnesota Energy Connection line should not be built. The line is an expensive and inefficient method of needlessly transferring electricity from Lyon County through rural Minnesota while providing clean energy to the Twin Cities. It is essentially robbing electricity from St. Peter to power St. Paul.

The only benefit of this energy transfer is city urban areas; benefits that come at the expense of rural Minnesota.

This transmission line provides little or to no added reliability to the grid; and further, widens the urban versus rural divide. I was born here, raised here, and recently retired here after 35-plus years of living in the Twin Cities.

In this area, we use energy from traditional generation and green sources that are located in our community. Green energy should be used where it's produced. There is not much green energy produced in the Twin Cities compared to what's used, and definitely not at the expense of others in rural Minnesota.

Wind power from Lyon County and surrounding areas is and can continue to be used to provide power without the over 11 percent power loss due to the extreme and unnecessary length of -- unnecessary length of the line.

Does it make sense to begin a project that is less efficient than most of our own home heating systems, for example. As the line ages and degrades, one can only expect the inefficiencies to

increase and make this project less cost effective over time.

We should continue to efficiently generate wind power to the electric -- to the existing local line area grids so that they can be an economic catalyst to create jobs and improve the lives of the rural and outstate communities already distressed and in need of help.

Please tell me, what's the difference if the wind power is inexpensively used in southwestern Minnesota or expensively transferred to the Twin Cities metro area as a billion dollar-plus feel-good exercise.

By constructing new traditional power generation at existing site locations in Becker and Monticello and by investing in new more environmentally sound power generation facilities while using existing grids, we can ensure reliable and local power for the future. The proposed transmission line solves practically nothing.

By supporting this transmission line, rural Minnesota suffers. This is especially prevalent in our area of Stearns County. The only people who don't suffer are the urban areas getting the green power. They detrimentally lower our tax

base and land values while reaping subsidies for energy that the rural landowners also pay for.

Land condemnation and predatory eminent domain practices prey on vulnerable people, family and farms, that can least afford to battle for fair and equitable compensation for the destruction of their property. Many are left to take compensation that's less than the true value of familial farmsteads and generational homes. Remember, to the families that live there, they are not just buildings. They are homes.

May I ask, have any other commissioners, state agency representatives, environmental advocates or government officials ever lost a home to a transmission line? Can I see a show of hands?

Can the record show that there were no hands.

In this room, can I see a show of hands that would be affected by this line?

Almost everyone.

In conclusion, when I spoke to the last session here, I invited the Public Utilities Commission to tour our property and affected areas so that they can see first-hand the unspoiled land.

Not one person from the Public Utilities Commission has bothered to contact me.

Please, let us tell you the generational and joyful stories, the lengths to which we have struggled to keep the land natural and useful, and especially the hardship that clear-cutting and stripping the land of native vegetation by locating large, rusting towers and transmission lines would be for our family's legacy.

Collectively, let's make our legacy that of rejecting this billion dollar-plus energy wasting and totally unnecessary transmission line, and make it a uniting exercise and the bridge uniting the urban versus rural divide. Let's all be part of the greater grid and the greater good.

Thank you.

(Applause)

JUDGE TODNEM: All right. Next I have Erin Gutwasser.

MS. ERIN GUTWASSER: Good evening. Erin, E-r -- Sorry. I'm fighting an illness. E-r-i-n; last name Gutwasser, G-u-t-w-a-s-s-e-r.

I'm on the purple line, and just for the sake of record, no permit, no route is my position on the matter.

I do have several things I need clarified besides just general comments.

Mr. Ek, I was told that you were the guy to asked, so after the meeting tonight I would like to know why I did not receive notification of this hearing. I found out about the meeting today at 11 a.m., so I'd like to talk to you about that.

I'd also like someone to address to the room why a copy of the EIS was not left at our local library. We are a community directly impacted, and yet Buffalo, south of Sherco -- well, southeast, I suppose, they have a copy of the EIS in their public library. I went today to see if perhaps the listing was on the website, and, no, there is nothing in our library. So can someone address that.

MR. ANDREW LEVI: We can get one to the library.

MS. ERIN GUTWASSER: That would be appreciated. Thank you.

I do want to know why that was not done. We are directly impacted. The blue and purple line converge here.

MR. ANDREW LEVI: We provided the draft EIS to the location -- the libraries where the

application went. We use the same list as the application that Xcel submitted.

MS. ERIN GUTWASSER: A show of hands. Does that bother anybody else besides me? Thank you. So we have to work on that.

MR. ANDREW LEVI: We will fix that.

MS. ERIN GUTWASSER: Thank you.

Mr. Levi, is that how you say it?

MR. ANDREW LEVI: Levi.

MS. ERIN GUTWASSER: Levi. Thank you.

At the last meeting I did bring up some information from the bio-initiative report. It's a 1,000-plus document, plus various other documents about safety issues concerning EMF radiation. We talked about how far away from the line you need to be to be safe, buffer zones, and such. Was that used as part of your EIS?

MR. ANDREW LEVI: I don't remember that. I'd have to check.

MS. ERIN GUTWASSER: So as a matter of record, and since this is our time to make other requests, I would request that whoever is looking at the documentation, look at that bio-initiative report and all the various studies of harm to

humans. I do appreciate it.

I see in the summary that some things were not addressed. One thing that was not addressed I believe Mr. Pierskalla tried to address it.

JUDGE TODNEM: Okay. One minute. So you're referring to a very specific document?

MS. ERIN GUTWASSER: Yes.

JUDGE TODNEM: Okay. And so Mr. Levi does not recall if it was -- Okay. So if you're asking, you know, I guess me and others to review that, is that something that you have either filed on the edockets page or that --

MS. ERIN GUTWASSER: It was brought up in the record at our last meeting, yes.

JUDGE TODNEM: Okay. Was this at the scoping meeting?

MS. ERIN GUTWASSER: Yes.

JUDGE TODNEM: Okay.

MS. ERIN GUTWASSER: Those with heart conditions do have concerns about being so close to these lines. I noticed that was not mentioned as part of the health human impact. Is that something that will be further looked into?

MR. ANDREW LEVI: Heart conditions as

in?

MS. ERIN GUTWASSER: As in those of us who have, like myself, have supraventricular tachycardia. Some of us in the room have pacemakers. I mean, there's various different components where electrical current in the air can cause an arrhythmia issue.

MR. ANDREW LEVI: Yes, we can take a look at that.

MS. ERIN GUTWASSER: Thank you. What's that?

MR. JASON PIERSKALLA: Cardiologists warn against it.

MS. ERIN GUTWASSER: Thank you, Jason.

The next thing I would like to address, Xcel Energy is a for-profit company, yet we are being forced to submit to a public/private enterprise. I would like to know if Xcel Energy would be required to carry insurance for those along the route who will be directly impacted negatively in health matters.

I understand you do have to carry some sort of insurance for your employees who are directly impacted of these lines in maintaining and

putting them up.

MR. MATT LANGAN: I'm sorry. Thanks for the question. We'll have to follow up on that. Health insurance for the employees, of course, we get health insurance through our employer.

MS. ERIN GUTWASSER: Well, since we are going to be forced, by the sound of it, and eminent domain will be brought up at some point for some of us who are not going to sign away our rights, it seems to me that that needs to be a matter of negotiation. If you are required to carry insurance for your employees who are negatively impacted, and yet people here in the room who do not want this on their land, it's going to be forced upon them, your company is going to be making a hefty profit, it seems to me it should be part of the negotiations.

Would anybody in the audience agree with me on that?

UNIDENTIFIED SPEAKER: Yes.

(Applause)

MS. ERIN GUTWASSER: Thank you. That was applause, for the record, to my question.

I noticed Mr. Ek did point out that five members are appointed by our governor. Has

anybody bothered to mention that there's no check and balance for us, the people, in such a Commission.

(Applause)

MS. ERIN GUTWASSER: We have no checks and balances on this Commission. There is, by the way, another appointed group, and there is a state constitutional amendment on the election ballot coming up this Tuesday. I hope you pay attention to the wording. No checks and balances, folks. How you vote matters.

My other question/point. You stated, Matt, that you do make an effort to reduce impact. I do want you to believe you on that, and I appreciate that point. To the extent possible, you said.

Why is it that tonight, when we're talking about solar and wind, no mention was made of the two requested permits for natural gas in Garvin, Minnesota. Those of us who have done our research, we understand that natural gas is clean, it is efficient, it is a great alternative for green energy; yet you made no mention of the need, which is why your company requested two plants outside of Garvin, Minnesota, to help meet the shortfall as you

shared at our last scoping meeting that would happen. There would be a deficit.

JUDGE TODNEM: Ms. Gutwasser, first, I need you to direct the questions to me, and the -- the scope of this case is the Certificate of Need and the Route Permit.

MS. ERIN GUTWASSER: I understand that. However, it was shared at our last meeting as a matter of record that there would be a deficit. Those of us who looked into this matter noticed it was not told to us that there would be two plants requested as permits that have been identified for the shortfall, natural gas plants outside of Garvin, Minnesota, and yet here we're decommissioning Sherco.

My understanding, according to my research, is that Sherco was going to be retrofitted with natural gas and yet the rates were bumped. So I do want an answer as to why this is happening if natural gas is clean and is efficient and it is an alternative. We're talking about alternatives potentially to this project.

UNIDENTIFIED SPEAKER: It's relevant.

JUDGE TODNEM: So I'm just going to say that the matter before me is the Certificate of

Need and Route Permit. If the Applicant wishes to comment on other projects, I'll leave that to you.

MR. MATT LANGAN: Thank you, Your Honor. And sincerely thank you for the question. I apologize and will say that I'm just not able to answer that question. I am here working on the Minnesota Energy Connection transmission line project, and I'm happy to answer questions on that. I'm not able to -- I'm not fully informed on that to be able to answer questions like that. I think that you're asking about the plants.

MS. ERIN GUTWASSER: Perhaps you need to explain and educate those of us in the audience who have concerns about the shortfall, thus the permit applied. If it is down in Lyon County and it ties into this line, one can only deduce it is a part of the larger Minnesota Energy Connection project.

MR. MATT LANGAN: And, Your Honor, I'm sorry. I'm a little bit confused by the term shortfall. So I don't think I'm going to be able to help out in answering this.

MS. ERIN GUTWASSER: Let the record show that at our scoping meeting he did point out that there would be a deficit. Members of our

community investigated. We did discover that the permit was -- two permits, correction, were applied for prior to our scoping meeting that was not shared with us to meet the shortfall projected.

Thank you for your time.

SPEAKER: Thank you, Ms. Gutwasser.

MS. HALEY WALLER-PITTS: We may have a representative from Xcel Energy here, Mr. Standing, who can provide a little information that may be responsive to the comments.

JUDGE TODNEM: All right. Proceed.

MR. JASON STANDING: Jason Standing with Xcel. J-a-s-o-n, S-t-a-n-d-i-n-g.

I'll try to paraphrase the question here. I think you're trying to get at why we're having a gas plant included as part of this overall resource plan. Is that kind of what you're getting at?

So it's laid out, gas was always part of the resource plan as we permitted this -- or not permitted this, but as we were planning this out.

UNIDENTIFIED SPEAKER: Can you use your microphone?

MR. JASON STANDING: So sorry. We developed these research plans based on a number of

different factors. We have solar, we have wind, and we have gas. So I think why we're putting gas in with wind and solar is because the wind doesn't blow all the time and solar is not good at night. So some natural gas generation is still needed for those certain hours of the year. Does that make sense?

MS. ERIN GUTWASSER: Excuse me. Since it is my question, it's only fair to stay here and respond.

Thank you. Erin Gutwasser; E-r-i-n, G-u-t-w-a-s-s-e-r.

Sorry. The question being, then, why is Sherco not being retrofitted for natural gas?

MR. JASON STANDING: That was brought up years ago, I think is what you're mentioning. Our resource plans have changed over the years, and at the time that that was proposed, it was deemed not needed. So that was many years ago. And now that we're here, this is what we're proposing as part of the resource model.

MS. ERIN GUTWASSER: So as a taxpayer, I think I have a right to say that is asinine. If there is a need and the infrastructure exists, why would you spend the money, why is my

taxpayer money being spent to build two plants to shore up this project when you can be doing this at Sherco?

(Applause)

MS. ERIN GUTWASSER: Let the record show that there is whispering happening by the Applicant.

JUDGE TODNEM: Ms. Gutwasser, I don't appreciate those comments.

MS. ERIN GUTWASSER: I'm sure you don't. It's my taxpayer money.

JUDGE TODNEM: If you are going to ask questions and want an answer, you need to let them consult.

MS. ERIN GUTWASSER: Thank you.

JUDGE TODNEM: Otherwise I will instruct them --

MS. ERIN GUTWASSER: We were told not to make any side comments. We were told not to make any gestures. Does that rule not apply behind this table? The record needs to show that there is conversations happening behind the table.

JUDGE TODNEM: So we --

MS. ERIN GUTWASSER: I have a problem with them --

JUDGE TODNEM: Ms. Gutwasser, I instructed you and everyone here not to use gestures because we are making an audible recording.

MS. ERIN GUTWASSER: Yes.

JUDGE TODNEM: They can consult off the record.

So if the Applicant would like to respond, you may do so now.

MR. JASON STANDING: Sure. So we have a separate resource plan that is currently going through the filing process, and that's being looked at by the Commission right now. So that's not a part of this project. It was pulled out and is part of a separate filing.

MS. ERIN GUTWASSER: Is it fair of me to ask, isn't that just simply you dancing around the question identifying one as one project and one as another when one will shore up the other?

MS. HALEY WALLER-PITTS: I'm sorry. I'll take that just to clarify. Haley Waller-Pitts, legal counsel for Xcel here.

And when Mr. Standing referred to the separate process, it's an integrated planning process. It's set up to be a separate process by state statute. The company is following the

statutes and the rules that apply to the various different proceedings.

MS. ERIN GUTWASSER: I think my question was sufficiently answered. I do thank you for coming forward to do that. I appreciate that.

MR. JASON STANDING: You're welcome.

JUDGE TODNEM: All right. Thank you.

(Applause)

JUDGE TODNEM: Are there any other sign-in sheets?

MR. SCOTT EK: I don't think so, but I will take a look.

JUDGE TODNEM: All right. I do not have any other individuals who have indicated that they would like to make a comment or ask a question on the sheets. So at this time I will open the floor. If you are interested in commenting, please raise your hand.

Sir, you can come forward. Please state and spell your name.

MR. VERNON BECKER: Vernon Becker, V-e-r-n-o-n, B-e-c-k-e-r.

There's so many issues that have been brought up, and I don't want to repeat them, Your Honor. The need for the project, if we're going to

address that, the draft EIS already says that there are all kinds of alternatives here. As a businessman myself, a dairy farmer, and Xcel, I'm sure, are looking for the cheapest way to accomplish what's been mandated for them to do.

We do know that they can capture carbon, nuclear power, which is probably the most least invasive of any of them. So I would bring that up. I think it comes down to a least cost proposal here.

Secondly, now I'll start talking about the Route Permit, and I will say this. It is going to impact us today and for generations to come, and we're proposing to give these landowners and myself a one-time payment?

My dairy is called Next Gen Dairy. It's in the third generation. I have my two daughters, two sons-in-law, my grand kids are involved. We don't even know how they're going to farm in 20 to 30 years, using drones, airplanes, whatnot, and they're going to look back and go, grandpa got a one-time payment and here are the impacts. How they farm today is -- is completely different.

This power line cuts right across a

110-acre field I have. I can foresee -- The technology from tractors today is not that many years from the horse, and it's changing so fast right now we can hardly keep pace. We are going to be using drones, driverless tractors, stuff that we can't even imagine yet, and these power lines are going to sit in the middle of fields impacting best farming decisions. So that would be my comments on the route.

I think we need to get, as far as eternity, a payment every single year on this -- on this power line, and I can't see how you could deny that when you look at the impact of it.

One final comment. Disturbing the habitat, the natural environment, it's just huge. This power line comes right down south of Eden Valley where there's a bald eagle's nest sitting there. Are we going to move the line? Our national bird. This is just one example, but you're changing the whole ecosystem.

So those would be my comments.

(Applause)

JUDGE TODNEM: Thank you. All right. Are there any other comments?

Yes, sir.

MR. STEVE SCHMITT: I'm Steve Schmitt, Meeker County Commissioner. S-t-e-v-e, S-c-h-m-i-t-t.

I think some of the things that we need to talk about or need to be addressed or discussed here, I think everybody understands the need for more power and the infrastructure it takes to do that.

Some of the concerns, and we've expressed them in Meeker County, but our concerns are that the power line itself is just a fraction of the problem.

From a county perspective, the accessories that are going to come with this, that it's going to take to feed this system, are enormous. They dwarf anything we have in Meeker County right now. It's going to take -- it's going to take ag land and lots of it to feed this animal, and that's going to impact us for years to come. And the people in this room need to understand that. This isn't a one 5-acre solar farm we're talking about. This is a large system, large-scale systems that are going to impact us for years to come.

There's better ways to create energy, to feed the transmission lines. So the transmission

line is the primary problem today in this room and a point of discussion, but everybody in this room needs to understand what's coming along with this in the years to come.

And right now I don't think you'll see any real solar farms here being built that will feed this much before 2030 or before that timeline, but it's going to be from 2030 to 2050, and that's going to be -- you know, I'm going to be an old man by that time, and -- but there's going to be younger generations that are going to deal with this.

So thank you.

JUDGE TODNEM: All right. Thank you.

(Applause)

JUDGE TODNEM: All right. Are there any other comments or questions at this time?

Yes, sir.

MR. ROBERT KLAVERKAMP: Sorry. My hair is a mess.

JUDGE TODNEM: Looks great.

MR. ROBERT KLAVERKAMP: Thank you. Robert Klaverkamp. R-o-b-e-r-t, K-l-a-v-e-r-k-a-m-p.

I have two farms and several properties that operate where the line is crossing

the blue line. And I'm right by the Mississippi River. There's a bald eagle's nest right by the river and the line goes right next to the bald eagle's nest.

I have pivots on the river bottom that this is going to interfere with. I believe you're going to have to stay 75 feet away from the river, and there's no possible way this is not going to be a major issue.

I operate equipment using radar and the satellite system. I operate a farm by the interstate and it throws it totally out of whack whenever I get close to it. My lines are down for farming, the auto steer and stuff like that. So a lot of things happen really quickly and you are totally messed up. So it's not a good system for me at all.

And when I hear them putting the power line in as a -- before they're even working on getting the gas plant going in Becker, it really confuses me, that if they could put the gas in on Becker and update that using probably less money, taking less land, doing all this stuff, why don't they do that first instead of going through the process to get these lines in, which makes no sense.

That's about all I have to say. Thank you.

JUDGE TODNEM: All right. Thank you.

All right. Are there any others interested?

Oh, I'm sorry. Yes, please come up.

MS. MELODY VACHAL: My name is Melody Vachal; M-e-l-o-d-y, V-a-c-h-a-l, and I live in Section 246 of the pink addition to the blue line.

My concern is, I live on the natural scenic part of the Mississippi River. I'm not allowed by the DNR to even cut a tree on my riverbank that's more than four inches in diameter, but yet there can be a giant transmission line going right next to my home. So that's a concern for me.

Also is a concern that there is already a line there, which is fairly small, but if you add something that's 140 feet in structure, that's going to tower over the trees and it's going to be unsafe.

This is an area that people kayak and canoe and there's a lot of nonmotorized boats and things that go along there, so I'm concerned about that, for the impact on nature and just for the ability of people to enjoy unfettered wilderness on

the Mississippi River. Thank you.

JUDGE TODNEM: Thank you. All right. Are there any other additional comments?

I'm going to first check to see if there are any others that haven't had an opportunity to speak first. Make sure I'm scanning the room.

Yes, sir.

MR. MICHAEL MASSMANN: My name is Michael Massmann; M-i-c-h-a-e-l, M-a-s-s-m-a-n-n.

I have a question for Xcel. I farm with my dad and my brother. We are a small family farm that the blue line is proposed to go directly across our main farm. And recently we did something that we have always dreamed of, and we put irrigation systems on our biggest field on our farm. And we had to pay Stearns Electric. The total project was $330,000 to get rid of the power lines to be able to put these pivots in. You know what a center pivot is; right?

The proposal has two poles directly in this field that we just paid to get rid of this row of power lines that had been there for 40 years. So my question is, who's going to help pay for this?

MR. MATT LANGAN: Your Honor, I can answer that question.

JUDGE TODNEM: Certainly.

MR. MATT LANGAN: Sir, and I'm not, as we sit here, not immediately familiar with what -- you know, the specific property you're talking about.

MR. MICHAEL MASSMANN: Yep. I can give you a map.

MR. MATT LANGAN: And I would be very happy after the hearing to speak with you about that specific property.

What we want is for you to be able to continue to irrigate that field just as you are right now. So we would make decisions about where those poles are placed or what equipment can be placed so you are able to continue to irrigate your field.

MR. MICHAEL MASSMANN: Okay. So if there would have to be changes made, you would pay that?

MR. MATT LANGAN: That is -- that is something that, yes, we can talk about at this stage now, and we can talk about if that ultimately is the route that is selected.

MR. MICHAEL MASSMANN: Okay. Because this is the biggest investment I've ever made in my

life, and now, less than 18 months later, it's possibly ruined. It's not just -- Like this is our life. It really affects a small farm like this.

Like Mr. Becker talked about, it will be for generations to come. I have three little children. I did this thinking of them, and now it's possibly ruined already.

So thank you.

JUDGE TODNEM: Thank you.

(Applause)

JUDGE TODNEM: All right. Are there any other first-time speakers who would like to speak at this time?

Yes, sir.

MR. GARY WOODS: Hi. I'm Gary Woods; G-a-r-y, W-o-o-d-s.

And I guess my question, Mr. Klaverkamp was talking about the GPS, and I have that on several tractors and combines. Most of our equipment has this.

Earlier when I walked in, I talked to one of the guys from Xcel, and he told me it would not affect the GPS on my machinery. And Mr. Klaverkamp tells me when he goes under that power line, he has trouble with it.

So my question is, will I be compensated when I have trouble with my GPS? In what way will I be? Will you pay for the markers or what will happen five years from now?

MR. MATT LANGAN: Your Honor, I can address that question. And if -- Andrew, if that's okay with you, too, or Seth.

So the -- the Route Permit that we're applying for, and if we receive that from the Commission, the obligations or requirements in it are that if our project creates any interference, that we're responsible for making sure that that is addressed, it's mitigated.

I believe there are, you know, equipment additions or improvements that can be made if you were experiencing any of that, that -- that Xcel Energy can help with.

MR. GARY WOODS: So will Mr. Klaverkamp be reimbursed? Because I'm thinking five years from now, it will be too late once the tower is up and then I'll be stuck.

MR. MATT LANGAN: Will you be able to -- what we can -- we can -- So we can speak to Mr. Klaverkamp and yourself after the meeting about some adjustments that can be made. I need to assure

you tonight that we are required by the Route Permit to help you get those adjustments.

MR. GARY WOODS: Okay. Thank you.

MR. MATT LANGAN: Okay. Thanks.

(Applause)

JUDGE TODNEM: All right. Yes, ma'am.

MS. ADA ADOLPH: Okay. I just -- My name is Ada, A-d-a; last name is Adolph, A-d-o-l-p-h.

I just need a clarification on one of the items that -- What is your name?

MR. MATT LANGAN: My name is Matt.

MS. ADA ADOLPH: -- that Matt said when he was addressing Mr. Massmann here. He just stated that they will make decisions on where the center pivots go or those irrigation systems go. We rent our land to another farmer, who is going to be affected by this project, and they have a long-term lease on our land. They put some irrigation system out.

My question is, why would you make the decision on that property where that irrigation system is going to go when it's our personal property and our personal irrigation systems?

MR. MATT LANGAN: Your Honor, if I may?

JUDGE TODNEM: Yes, please.

MR. MATT LANGAN: Thank you. I -- I didn't mean to mischaracterize that. I mean to say, we would work with the landowner to see what is possible for placement of the equipment so that we are, you know, either avoiding impacts or reducing impacts and then how those impacts can be mitigated.

That is a -- that is a thing that we would do together, and our engineers would help with that.

MS. ADA ADOLPH: Next question. Would that also include drilling new routes if that needed to come up? Because I'm sure there will be wells affected by this power line coming through.

MR. MATT LANGAN: That is -- I would say that that probably, yes, could be a mitigation measure; although we would hope for something maybe less extreme, but that's -- I suppose that would be a mitigation measure.

MS. ADA ADOLPH: And then my last question is, loss of land or loss of revenue. I mean, we rent our land. Mike is sitting right there. It will be his one day. These power lines

coming through means there's going to be loss of his revenue one day, my revenue, my farmer's revenue, everything. Where does that come from? That one-time payment is not going to cover eternity.

MR. MATT LANGAN: So we'll ask our principal land agent to come up and answer that specific question about compensation.

MR. CHRIS ROGERS: Chris Rogers; C-h-r-i-s, R-o-g-e-r-s, principal land rights agent for Xcel Energy.

And let me make I understand your question. You're concerned about loss of revenue for the taking of the easement; correct?

MS. ADA ADOLPH: Correct.

MR. CHRIS ROGERS: And by that do you mean loss of production, loss of --

MS. ADA ADOLPH: All of the above.

MR. CHRIS ROGERS: So the easement will come with a one-time payment, which I know was mentioned already. We look at the value of the land. We determine, first of all, the fee value of the land. I assume it's agricultural land.

MS. ADA ADOLPH: It is agricultural land.

MR. CHRIS ROGERS: So we determine

the fee value of that land and then the impact of that easement. For the most part you can still farm underneath that 150-foot easement with the exception of where the foundations are, so the loss of yield on a yearly basis beyond that is fairly minimum, but it will be a yearly thing.

That one-time payment is -- is established basically making you whole. So the loss of revenue is -- is paid for in a one-time payment. That does not include damages to your crops. So like when we build the line, if there's crop damage during that and compaction, those are compensable separate from the easement payment.

So any actual damage to the crops while it's being built or future maintenance, anytime there's damage to the crops, the landowner or the tenant will be made whole by payment.

But the -- the one-time payment for the easement is to make you whole basically, and that is for the use of the land. And like I say, the majority of that easement area in that 150-foot area can still be farmed with the exception of where the tower is.

MS. ADA ADOLPH: But how does that compensate the long-term value of that property when

it's passed down from generation to generation?

MR. CHRIS ROGERS: That's a good question. It's not a mathematical or a -- Basically we use an appraisal method to calculate that. Is there a term to it? Not necessarily, but we try to make the landowner whole. If an appraisal is needed for that, if we need additional help to determine what that value is or what that loss is, we will certainly look into it.

MS. ADA ADOLPH: Thank you.

JUDGE TODNEM: Thank you.

All right. Are there any other persons?

Yes.

MR. JACOB KIEKE: Jacob Kieke; J-a-c-o-b, K-i-e-k-e.

We're a first generation livestock feeding operation right next to the blue line. The line would be like 5 to 700 feet away from my house and my livestock feeding operation.

My question is, how far away is safe for, well, our family and the livestock? And when there is eventually issues with the stray voltage and issues in the feeding facility, how will it be addressed and compensated?

MR. MATT LANGAN: Okay. Your Honor, we can answer that question.

JUDGE TODNEM: Yes, please.

MR. MATT LANGAN: And we'll have -- there's some kind of specific engineering questions that you were asking, and then we'll have one of our project engineers come up and talk about stray voltage. And was it primarily stray voltage or were you talking about also distance to your home?

MR. JACOB KIEKE: Well, distance to the livestock feed. That's a pretty direct concern just with how facilities are designed and built and the fact that the animal is all wet and on concrete, you know, or ground.

MR. MATT LANGAN: Sounds good. Thank you.

MR. BEN GALLAY: Ben Gallay, G-a-l-l-a-y.

So the issue you're asking about, et cetera, there's kind of two that are going on there. We'll start with the farm activity and then we'll talk about your building and house and how far away they are.

So for stray voltage, the process is part of the engineering design of the route, proper

screening of all the farm operations. If there's concerns with stray voltage for the project to be there, the engineers will go through that information and determine if we see an increase in effect.

Along with that we also look at how the new transmission lines interact with the distribution circuits that are in the area. So there's some things that can be done to mitigate the effects.

Once the project is complete, we come back after the testing and determine to make sure that if we saw problems might occur, that mitigation did help. And if they didn't, the next steps are to mitigate so that it's not an issue.

You talked about 6, 700 feet away from the line itself. At those distances, you really wouldn't have any direct effects from the power line or the electric magnetic fields from that far. And the only stray voltage effects from the transmission line are from the service coming out to the farm, and those would be fairly easily mitigated by making adjustments. That's part of the project process, so we can make sure those are added. So we would add before the line went in.

MR. JACOB KIEKE: So how close -- say I want to keep growing my operation. The most logical step, just with the topography on the land, it's north closer to where the line is proposed.

MR. BEN GALLAY: When we do our design, our intent is not to be outside of that easement area and those are down to negligible levels. That's the same as the farming activities that would be there. So generally that's 75 feet. Either side of where the line exists, you should have field levels that are negligible.

MR. JACOB KIEKE: Thank you.

JUDGE TODNEM: Thank you. All right. Are there other first-time members who would like to speak or ask questions at this time? Any other commentators?

I see a hand.

MR. COLBY STORKNA: Colby Storkna. C-o-l-b-y, S-t-o-r-k-n-a.

I just need clarification on what you just said, because the proposed blue line runs 200 feet from my house in the front and 200 feet on the side of my property. So literally my house is in a corner of those lines, and you're saying at 75 feet there's no concern for my house or health or

anything?

MR. BEN GALLAY: I can answer that. Yeah, that would be my general statement. Specific field levels, it would be what an individual sensitivity is, which can vary, but what you need to keep in mind is it drops exponentially with distance from the line. So every step away is like a two times reduction in what those values are.

So just being at the first 25 feet, it doesn't feel like a whole lot, but it drops off at the next 25 and the third 25. After that it drops off very rapidly.

MR. COLBY STORKNA: So getting back to some of the other questions that were raised. I just moved my elderly father in with me and he's got a pacemaker. That 75 feet, he's got to cross under the power line every time he comes in our driveway. I just don't get the 75 feet. It's not going to affect --

MR. BEN GALLAY: So from a direct effect standpoint like that, even directly underneath the power lines, are less than many of the day-to-day electric items that you use around the house. So we feel those under the lines are probably half of what you experience when you put

something in the microwave and turn it on.

MR. COLBY STORKNA: All right. And I also have a question as far as income from farm services. I have bees on my property, so let's say I have 20 hives now. That generates -- let's say that generates 10, 15 thousand dollars in income.

With these lines going through, I won't be able to have those bees because the electromagnetic field is going to mess them up. So I have no potential for growth. So let's say five years down the line, not only is it affecting the income today, but I have no growth income. Is that fair to say?

MR. CHRIS ROGERS: (Shakes head.)

JUDGE TODNEM: All right. He shook his head yes.

(Applause)

JUDGE TODNEM: All right. Any other first-time speakers?

MS. CINDY STELTEN: Cindy Stelten; C-i-n-d-y, S-t-e-l-t-e-n.

I was here at the beginning of the project and I talked to a few of you that are standing over here to the right, and I think you were here. I am -- I am a city council member and

you didn't even know that this was in town. Right directly from one of you said, oh, I didn't know that was the town, that was the edge of town. That's where the line is coming through.

I find that horrible, that you don't know that this was the town. And can you guarantee that you're not going to affect our town, future growth, future business, and all the things that are from a small town?

We've got St. Cloud moving down. We've got Minneapolis coming in, and you are right at the edge of our town. So are you going to say that you're not going to affect our city growth? Because you are definitely going to affect our growth. That's a huge, big project, and I don't think you're near any other cities that close. And you didn't even know this was a town. And that's a fact. I wish I would have recorded that.

And so what is your plan to protect us? I've heard a lot of -- I would have been here earlier because I was at a city council meeting, but I just am so disgusted by the fact that a big business like this can just come in and take over.

And I think we all should be looking at the fact that we have stock here, and I just

wonder if we can't get an affidavit together as all of the cities along the route and the people and stop you, because that's what we need to do.

(Applause)

MS. CINDY STELTEN: So I'm just saying, it's our health, our welfare, it's our livelihood. You said you can't protect the bees. My God, that's our future.

So I'm just -- I'm just appalled that the state wouldn't stop this. And you think you've got big pockets and you can dig deep. We can't. So I'm just telling you, I'm begging you to stop this project.

(Applause)

JUDGE TODNEM: All right. Thank you. Are there any other comments or questions at this time? Yep. I see a hand back there.

MS. KIMBERLY VOIGT: Hi. My name is Kimberly Voigt; K-i-m-b-e-r-l-y, V as in Victor, o-i-g-t.

I am not a farmer. I'm not a big landowner. I just own a small property with a house where my family lives. And I understand, Your Honor, part of your process is just to decide whether this should be a project that goes forward

or not.

And what you're hearing overwhelmingly in this room is that the people are all affected in some way. I don't hear anybody up here saying please go forward with this. I'm hearing everyone say we don't want this project.

It affects our health. It affects our livelihood. It affects our land. It affects the nature - the eagle's nest, the bees. It affects our productivity and our futures. So I just ask you to consider that that would be a good reason to not go forward with this project. Thank you.

(Applause)

JUDGE TODNEM: Thank you. All right. We're going to need to take a break soon if there's going to be a lot of speakers. I don't want you to feel like you can't speak. I know I saw one hand over here.

Are there others who wish to make a comment this evening? I see two. Are there any others?

Okay. So I'm going to take two more comments, and then if there are new speakers after that, then that will have to come after a break.

All right. Please.

MS. CYNTHIA FISHER: Hello. My name is Cynthia Fisher; C-y-n-t-h-i-a, F-i-s-h-e-r.

I don't own a lot of land. I'm a resident that's going to be living within two miles of these power lines, and my huge concern is the health issues related to this.

And my other concern is, I've been to all of these meetings and it just seems like we're just moving right ahead. We fill the auditorium, we say we're not for this, and yet it continues.

So I just wanted to stand up, give you my name, tell you I'm 100 percent opposition to this project. That's all I have.

JUDGE TODNEM: All right.

MS. CYNTHIA FISHER: And everybody also who has farms need to be concerned about, again, the wildlife, their cattle, the birds. Everything is affected by low frequency.

JUDGE TODNEM: Thank you.

(Applause)

JUDGE TODNEM: All right. Thank you. I don't know if I'm going to be able to pronounce your last name. Yes. I will let you state your name for the record.

MR. STEVE SCHMITT: Steve Schmitt,

Meeker County Commissioner. I am a township resident.

I want to bring up a point that was brought up by the lady here earlier. We're hearing all these concerns, whether it be health concerns, animal concerns, all these things, and yet when we look at these maps, all these routes run on private property land and none of them cross over any land owned by the State of Minnesota or the U.S. Fish and Wildlife.

And, Matt, I know we've had this conversation a year and a half ago in the Meeker County Courthouse basement, and my concern as a local law maker -- I don't even like that word, but as a local governing official, if the State of Minnesota and the United States of America will not share in the same burden as the property owner, a private property owner in Fahlun Township or Acton Township or Morgan Township or any of that, then why should we participate in this project?

And why does the State of Minnesota, whether it's PUC or whoever can answer it, why does the state -- why do they get a pass and why do they -- what is the reasoning that they will not participate in this? Is it damage to their

ecosystems and wildlife? So if it's harmful to their wildlife, just because it doesn't cross the fence line, doesn't mean it's not harmful to the -- to the neighboring private property.

So we need to address that and it needs to be addressed in a realistic manner, not just, well, that's just the way it is.

Xcel Energy in that meeting a year and a half ago, I asked the question. I take it there's been no permits and that. The DNR will not issue a permit to allow you to go on their land unless they purchase the land with the utility already on that property. And that's not -- that's not a great answer.

The local lawmakers and officials are not in a good position. I don't have a good answer for my constituents, but I need that from you guys. Thank you.

(Applause)

JUDGE TODNEM: All right. I would like to take about a five-minute break at this time, and if you would like to comment at that time, please feel free to do so.

If there are no additional comments after the short break, then I just have a few

closing statements. Thank you.

(Recess taken from 8:04 p.m. to 8:16 p.m.)

JUDGE TODNEM: All right. Thank you for letting us take a short break here. At this time I'll see if there are any other comments or questions at this time. Perhaps the break has inspired you to come up and make any further comments.

MS. CINDY STELTEN: I just want to clarify something.

JUDGE TODNEM: Yes. Please state and spell your name.

MS. CINDY STELTEN: Cindy Stelten. I was up here before. I would like to clarify. If we do put in an affidavit, please clarify for us, when does that have to be postmarked? It has to be signed by a notary; you know, stamped by a notary; correct?

JUDGE TODNEM: So written comments are due by 4:30 p.m. on November 25, 2024. They do not have to be affidavits.

MS. CINDY STELTEN: But if we do put in an affidavit of rejection, we have to have that notarized and we have to have that in by when?

JUDGE TODNEM: November 25th.

MS. CINDY STELTEN: I thought you said the 5th.

MR. SCOTT EK: The 25th.

MS. CINDY STELTEN: But I thought the stamp and the -- the stamp and everything had to be in by the 5th. Would you please clarify that?

JUDGE TODNEM: I don't know who told you November 5th. So the written comment period closes at 4:30 p.m. on November 25th, and any written comments submitted by that time --

MS. CINDY STELTEN: Okay.

JUDGE TODNEM: -- will be part of the record and will be considered by me in my report to the Commission.

MS. CINDY STELTEN: So if we have an affidavit against this project and have it notarized, that still can be in by the 25th?

JUDGE TODNEM: Yes, of November.

MS. CINDY STELTEN: Okay. I just wanted to clarify that.

JUDGE TODNEM: Yes. Thank you.

Are there any other questions or comments?

Yes, ma'am.

MS. CYNTHIA FISHER: Cynthia Fisher. So even -- even though the Certificate of Need is -- that ties in with this -- if we're going to do an affidavit, the Certificate of Need, we want to have that done before that?

JUDGE TODNEM: The Certificate of Need and the Route Permit comment period is the same. So both close at 4:30 p.m. on November 25th.

MS. CYNTHIA FISHER: Thank you. I was just wondering. Thank you.

JUDGE TODNEM: No, I appreciate that. That's an excellent question. Just because we know that, it doesn't mean that everyone else does, so I appreciate the question.

All right. I see a hand over here.

MS. TAMILEE AULTH: My name is Tamilee, T-a-m-i-l-e-e; last name Aulth, A-u-l-t-h.

My question for you -- or I should say my question and concern for you is kind of a -- in one thing, so at this point several of us have been to several of these meetings, and I know in past meetings, we're a farmer and we have some pivots and the center pivots are specifically going to be displaced by the proposed line.

In some of the past meetings we went

to, they specifically said that, you know, turn your comments in and we will take those comments, you know, into consideration.

So we had comments. Actually the land that we would pivot on is actually rented land and it takes place over three landowners, so it's going to affect us and three landowners. So I would say that's a pretty big impact. So it's actually affecting four different families by one center pivot being displaced.

So we've turned in comments several times, and each time we go and look at the maps, and actually nothing has changed. So I would like -- I know, I understand the process, that you have to have these public meetings and you need to listen to all of us. My question is, are any of these comments actually being taken into consideration?

Some of the comments such as by Mr. Schmitt, you know, he talks about -- he said he asked a year and a half ago about things going across public land. Are we actually -- are you guys just checking your box, sitting here and going, we have to have these public comment periods because I know that's written, it's required.

But I think right now all of us are

feeling like, we've been to these meetings, we're making our comments, and we look and nothing is changing. Yet you're telling us, we make these comments that you're going to try to reroute the line when there's a big impact, and we're not seeing that any of that is being taken into account and consideration.

So how can we actually be assured that -- we're here trying to do our public duty, attend these meetings, share our feelings and thoughts and concerns, and then it seems like everything is just set, the project is going forward, and you're checking the box. So how can we feel like our concerns and considerations are actually being addressed?

JUDGE TODNEM: Yes, Mr. Ek.

MR. SCOTT EK: Scott Ek with the Public Utilities Commission. Sorry if the process is confusing. So when we were here earlier, what was it January, that's -- that's one part of the process. So the comments we were asking for at that time is to inform the scope of the environmental impact statement. So those comments went into preparing the environmental impact statement, identifying all the different alternate routes that

are in the environmental, identifying specific center pivots, identifying everything that was identified. That is now all in the draft environmental impact statement.

So now we come out again for -- these are hearings in front of a law judge, so now we take that information that was created through your comments, and we want information on whether -- you know, we're not going to be moving or changing anything. We're just showing what's -- what's there, what's been proposed by people, what's been proposed, you know, by cities. What's there and what are the impacts so you can -- so the impacts can be weighed and evaluated.

Now we're asking for comments, to look at that document, look at the information, and say, hey, no, this is no way, this doesn't go, or I just built a new center pivot irritation, this is -- this doesn't work.

Those are the -- Now we go back and say, well, okay, this segment of the line doesn't work, it can't be permitted, or this segment of the line works better. So now is when -- now is the time that we'll take all those facts and put them into findings, put them into conclusions and

recommendations, and -- and make sure that we're looking at a route -- at areas of the route that can and cannot be permitted.

I'm sorry if you think the -- I know it's confusing -- that your comments before weren't considered, but they were. Just that they were considered in a way to create that environmental impact statement. And so now -- now is more of a verification of what's been created.

And so we take all that information and that's when the Commission will make a decision on, one, whether it's needed. The burden of proof is on the Applicant to prove that it's needed. And then two, if it's needed, you know, what is the best route.

And all that information that we gather tonight through these hearings and through the written comment period inform that decision.

MS. TAMILEE AULTH: So I guess our question is and what we all want to know, you've taken all the information, but I think what we're seeing, there really haven't been any changes. Are there really going to be any changes on what has been proposed? Is that information actually going to be taken into account and changes going to be

made? Are you just telling us that and in reality what we see now is what it will be.

MR. SCOTT EK: No, no. I've seen many projects -- The project has changed, as a matter of fact. We can see Xcel in their testimony has taken parts of the blue route, parts of alternatives, that's just what now they are proposing or they are preferring. So they have made changes in the record of this case, and now they're telling the Commission, well, instead of the purple route or the blue route, we want this blue route with parts of the purple route or parts of this alternative.

So there have been incremental changes, but at the same time we can't erase what -- you know, because the Commission has to make a full decision. We can't allow an Applicant to say, oh, well, we just want that. So we have to leave everything that's still out there just in case somebody was wrong or Xcel was wrong. And that's the fact-finding process of this hearing process now, is to look at that information.

And, yes, it will, as we move on with the department, we will provide comments. You provide comments on, hey, what -- what is out there

and what should or should not be permitted, should it be permitted at all. That's where we're at now, to verify what we've -- what we've created earlier in the process.

MS. TAMILEE AULTH: All right. Thank you.

MR. SCOTT EK: So it does change. I've seen routes change quite a bit from what was originally proposed to what may be permitted, and the changes are because of landowners every time so.

MS. TAMILEE AULTH: All right. Thank you.

MR. SCOTT EK: I know you don't believe me, but it's true.

JUDGE TODNEM: And I think you -- And thank you, Mr. Ek. I just want to kind of reiterate that I do read every comment, and in addition to all the comments that are made verbally at these hearings, I read every comment.

All right. Are there any other comments or questions? I see a hand back there.

MS. MARILYN COMBS: I'm Marilyn Combs; M-a-r-i-l-y-n, C-o-m-b-s.

COURT REPORTER: And if you could come a little closer to the mic, please.

MS. MARILYN COMBS: Marilyn Combs.

COURT REPORTER: I heard your name.

MS. MARILYN COMBS: Okay. I have a lot of health problems, more now than at the first meeting. I'm an eighth of a mile from the line. Now we're supposedly a half mile from the line. I do know, like the one woman said about the health problems, I've studied enough from other countries that this is going to affect health problems; the EMFs, the radiation and stuff, even though we're getting fed a bunch of bull.

And I do know it's going to affect the guy -- the man that was up here with his cattle. It will affect him. The same with the guy with his bees and his dad. Are you going to give him a choice to buy out his farm, his bees, or his house? Are you going to give us a choice, even though it's not on our land, to buy out our property because of health effects even though we're close by it and you're not on our land? Or people like that?

You're just bulldozing through, and I know that like California is solar and wind energy. They -- It can't even keep up with California. They're on different power grids all summer long. Texas, they can't keep up with the power grid either

during the summer. How is that going to do in Minnesota in the winter, this solar? Are we supposed to buy generators in the winter? We heat with wood in the winter so we're not going to have a problem, but in the summer, with people with health problems that need their central air, how are they going to deal with it? Anyone?

JUDGE TODNEM: Oh, is this something that the Applicant would like to respond to?

MR. MATT LANGAN: Yes, Your Honor, we can respond to that. What I heard was a two-part question there. One related to land rights and compensation.

MS. MARILYN COMBS: Yeah.

MR. MATT LANGAN: And a second one about reliability of electric service.

MS. MARILYN COMBS: Yeah.

MR. MATT LANGAN: So if you don't mind, I'm going to call up a couple of my team members to answer some of those questions for you, and we'll start with the first one with land rights.

And, Chris, if you could come up and address that question. Thank you.

MR. CHRIS ROGERS: Sure. I'm Chris Rogers with Xcel Energy. I'm going to restate the

question.

The first part of your question was, are we going to compensate landowners or buy properties -- properties that are not directly impacted by the line?

JUDGE TODNEM: Sorry. Can you speak a little closer to the mic?

MS. MARILYN COMBS: Yeah. We're not directly in the line, but we do have health problems. And I know from research and stuff that people can get EMF and all of this. Because I know it's a bunch of bull that -- just from studying and there's other people that have studied this from other countries, that there are health problems from these lines.

MR. CHRIS ROGERS: Sure, and I will address the land rights question that you had. The health questions I can't answer.

But to answer your question, we will acquire property rights where needed for the power line, as Matt described, 150 feet wide. If you're a quarter mile, half mile, or outside of that 150 feet, we don't require any property rights from you. So there wouldn't be compensation involved for that.

MS. MARILYN COMBS: So the man who

has the bee business, and even though it takes all his business, he's SOL?

MR. CHRIS ROGERS: Well, if he's impacted by the power line, meaning we get an easement on his property, he does have the choice of offering us an easement or accepting our offer. If he does not accept our offer, we go through the condemnation process.

And there is a statute also where, if he elected to, he could elect to do what's called a private farm. There's a statute there where the power company would buy the property that is directly impacted by the property.

What you're asking is if you're further outside that easement area.

MS. MARILYN COMBS: But I think we know how that usually goes because bigger companies usually give a low property price, not what your property is worth.

And now my other question is, like we all know how California and Texas goes with the solar power. It cannot keep up with the demand, and I do know with the -- like the hailstorm that even just came through here, I have a friend that lives down in Forest City, and a lot of his solar panels

got knocked out just from the hail on his house. And down in Texas, a whole solar field got knocked out.

How is that -- I mean, up here in Minnesota, we get a lot of hail so.

MR. CHRIS ROGERS: That's going to be a different subject matter.

MR. JASON STANDING: Jason Standing; J-a-s-o-n, S-t-a-n-d-i-n-g.

That's a good question. So I want to share the study process. In laying out these plans, we do look at reliability, and reliability doesn't just mean keeping that transmission line on all hours of the year. So we factor in wintertime, summertime, spring, fall. All those things are covered, and so we come up with these plans.

We make sure that we are covering our grid for any kind of adverse weather event where we'll lose some generation, we'll lose some lines. We always have enough to make up the shortfalls. Does that make sense? Did I make it worse?

MS. MARILYN COMBS: No. I'm just listening to --

MR. JASON STANDING: It's part of the plan. It's just a lot of things go into the study,

and I can assure you that, you know, the generation mix, the transmission lines, distribution lines, these all play together to make sure that we're keeping the lights on.

MS. MARILYN COMBS: So that's just what California and Texas did.

MR. JASON STANDING: I can't speak for California, nor can I speak for Texas. I can only speak for our planning processes here, and, again, I can assure you that reliability, safe, effective, lights on, is our goal.

MS. MARILYN COMBS: So we should buy generators?

MR. JASON STANDING: I'm not saying that.

MS. MARILYN COMBS: Thank you.

JUDGE TODNEM: All right. Thank you.

(Applause)

JUDGE TODNEM: Are there any other comments or questions?

Yes, sir.

MR. JERROLD POWELL: Jerrold Powell; J-e-r-r-o-l-d, P-o-w-e-l-l.

So I have a couple of questions, and I've asked some questions here of Jason and Matt

here, so I'm going to try to get a better answer to that.

So the first question I have is, how many city limits do you actually have this power line going through? Can you tell me that?

MR. MATT LANGAN: Your Honor, I can answer that question.

JUDGE TODNEM: Yes.

MR. MATT LANGAN: How many city limits --

MR. JERROLD POWELL: How many city limits does this power line go through?

MR. MATT LANGAN: So our right-of-way with city limits between project end points of all routes is zero.

MR. JERROLD POWELL: It's going through the city limits of St. Augusta. My property is actually in the City of St. Augusta, so it's going through that. So that's an inaccurate statement.

I'd like to have you make sure that's on there, Your Honor, please.

The other statement is, there's a lot of people here that are concerned about their property, and I understand that.

JUDGE TODNEM: Sir, please speak into the mic.

MR. JERROLD POWELL: It's my concern and what I want reviewed is the Certificate of Need. The Certificate of Need means that this power line has to go through to generate the power. When I asked the question, why is it going through Becker, it's to repower the power plant in Becker, is what I was told; right? It's to repower.

So that statement is out there and that's what the Certificate of Need is based on, but in this conversation, I've heard other options, like gas, which was done about ten years ago. So then I asked, why does it have to be a repower of an existing infrastructure, why not a new infrastructure. The response to me was that it's too much time and it's a cost and time issue.

So that's why this project has to be re-evaluated with a proper valuation in place because you're taking power from the southwest part of Minnesota and you're bringing it up to Becker, which has the option for repower supply, right, with natural gas?

But, you know, you're bringing it up across the state affecting all these people, many

people, thousands of people, right, across the city, to get this power back up to Becker to then redistribute it back down to the Twin Cities.

I guess I just want the Certificate of Need to be re-evaluated and say, okay, is there another option. Okay, sure, it might be more expensive, it might not.

So the crazy part to me was, it's time -- because it was told to me, do you know how much time it would take to have a new station identified and set up? And for me, that's just bad planning on somebody's part. I mean, people lose their jobs for making silly decisions like that, right, not following up on their stuff and saying, okay, now I don't have enough time to do this and so now we're going to take all this land from these people so we can get this done.

Was it ten years ago that you had made that comment about the gas? Maybe it was Jason over here talked about that ten years ago and it was deemed not necessary. But now all of a sudden it is necessary. They've been putting in windmills down in the southwest part of Minnesota for some time; okay. What was the plan then? I mean, is it all of a sudden bad planning and we're the ones that

are going to have to suffer for this?

I mean, I just want that re-evaluated. The intent or the need has to be re-evaluated and put in perspective.

I'll put some statements on file, so we'll put them online here. So I guess that being done, I guess, is getting that intent or need be re-evaluated and re -- and change this whole process. I mean, is that even an option at this point?

JUDGE TODNEM: Mr. Ek, is this something that you want to comment on?

MR. SCOTT EK: Yeah. The -- the -- Actually you're talking about, there are alternatives to what is being proposed when it comes to the -- I mean, not the alternative routes but the alternative generation. You know, can -- can this be done without a transmission line, can it be done a different way. That's in the EIS.

And so I can't comment on that because that's the record of the case that the commissioners, the five commissioners are going to get, and they will need to make that determination themselves; has this been proven that this line is needed or better than, what you're saying, adding

natural gas back to Sherco. You know, they'll have to -- they'll have to make that -- the commissioners will have to make that decision, and it's the burden of the Applicant and commentators to -- to, you know, say, well, no. You know, yes or no, or there's better ways.

So, yes, a roundabout way of saying yes, the commissioners do consider this, that information.

MR. JERROLD POWELL: Is there a list of options that we can review so we can understand, okay, these are the other options that are being proposed? I mean, right now it seems like it's only the power line coming through. I just want to understand what the other options are and why they're not being considered; right?

I mean, we don't have the money that Xcel and some of these other companies, you know, have to do some of this stuff, and they're the ones that are trying to save money and time. I just want to understand what the other options are and how we can get them.

MR. ANDREW LEVI: Chapter 4 of the EIS talks about the Certificate of Need. It studies the no-build option; a transmission line of a

different size, actually a bigger one, a 500-kV line; generation rather than -- and then generation rather than transmission, natural gas; and then generation closer to Minneapolis and St. Paul.

MR. JERROLD POWELL: Okay. So they're in there, in Chapter 4?

MR. ANDREW LEVI: Yeah. There's others too that we didn't study in detail. Nuclear was one of them. There's a state law right now that says that you can't build a nuclear plant, so we didn't study that in detail, for example, but Chapter 4 is where you want to look.

MR. JERROLD POWELL: Okay. And is there a reason why they were opted out or --

MR. ANDREW LEVI: Yes. We -- we scoped in -- we scoped in -- during scoping folks suggested alternatives to the project itself. During the scoping process, we, meaning Commerce, we recommended what we thought the Commission should include in this scoping decision, and then those -- those were carried forward. And some of those, like nuclear, we since dismissed, but there's reasons why we did that in the document.

MR. JERROLD POWELL: Okay. And gas options are in there also?

MR. ANDREW LEVI: Yeah, gas options are also in there.

MR. JERROLD POWELL: All right. Thank you. So I guess the only answer I need is why it's going through the city limits of St. Augusta and no other city limits. I don't know who can do that or follow up on that.

MR. MATT LANGAN: Your Honor, I'd be happy to follow up on that.

MR. JERROLD POWELL: Will I get -- will I get a call about that or will it be put on the website so everyone can get that answer?

MR. MATT LANGAN: (Shakes head.)

MR. JERROLD POWELL: All right. Thank you.

JUDGE TODNEM: Yeah. So it sounds like the Applicant will post some kind of a response to this particular question. Thank you.

MR. JERROLD POWELL: Thank you.

(Applause)

JUDGE TODNEM: All right. Are there any other comments or questions at this time?

All right. I see a repeat customer. I still want you to state your name for the record.

MR. JASON PIERSKALLA: Jason

Pierskalla; J-a-s-o-n, P-i-e-r-s-k-a-l-l-a.

So I'm just going to kind of summarize. I've listened to some of the committee meetings. I've heard them state how excited they are to bring this project forward. Have any of you heard the meetings?

Okay. I do not believe at this point there is any thought towards considering, I hope there is, but I really have a very low level of confidence that we have any say in this matter.

When is the next step that we will be notified by the Minnesota Public Utilities Commission about our land, whether we have to undergo an easement or whether we would have to undergo eminent domain, have it taken from us? When is the date?

JUDGE TODNEM: So hang on. I want to take a quick step back. You said you attended some committee meetings, and I want to --

MR. JASON PIERSKALLA: I watched them. They were open to the public, yes.

JUDGE TODNEM: So I just want to make sure we're on the same page. Are you referring to the Public Utilities Commission?

MR. JASON PIERSKALLA: Minnesota

Public Utilities Commission meetings, yes.

JUDGE TODNEM: Okay. And then your question is at what point would it come to --

MR. JASON PIERSKALLA: Yeah. When are you going to tell me when it's going to go down so I can make a decision towards making some kind of legal agreement, which is then mandatory for me to do, or taking other steps to try to buy the farm?

JUDGE TODNEM: So my report will be issued on or about February 6th of 2025 with whatever my recommendation is. The Commission, I guess, if my recommendation is to move forward with the project in any form, the Commission would then make its final decision. Actually, I think it would be, regardless of what my recommendation is, the Commission will make its decision in March of 2025.

And if the Commission recommends moving forward with the project in any form, there's --

Actually, Mr. Ek, if you want to give more of that timeline of the comment period and things like that.

MR. JASON PIERSKALLA: Meaning in March, when they make the decision, let's arbitrarily say March 15th, what period of time does

a landowner have to act on it legally?

MR. SCOTT EK: Oh, I guess I don't -- What do you mean by act?

MR. JASON PIERSKALLA: Well, there's always a legal action. There's a legal action of taking the easement, serving the landowner and forcing a decision, a legal decision about acquiring a property. Am I wrong?

MR. SCOTT EK: Well, I'm not arguing with you. I'm --

MR. JASON PIERSKALLA: No, but am I wrong?

MR. SCOTT EK: What would happen is, I think I explained this earlier, the Commission will make a decision, and, no, I can't -- I don't know the date.

MR. JASON PIERSKALLA: Let's use the 15th. Let's use that as an example.

MR. SCOTT EK: That's fine. An order will come out, a written order, and so there will be a 20-day period after that order where folks can ask for the decision to be reconsidered.

MR. JASON PIERSKALLA: And what actually does that entail asking? To just talk to somebody on the phone or do we hire a lawyer?

MR. SCOTT EK: No. You --

MR. JASON PIERSKALLA: Do we have to file legal papers?

MR. SCOTT EK: You can simply file a letter saying -- just like you filed letters to edockets, you just simply file a letter saying I would like your decision reconsidered. You have to provide reasons why.

MR. JASON PIERSKALLA: And I think you guys have a lot of those reasons already.

MR. SCOTT EK: Well, I don't --

MR. JASON PIERSKALLA: Everything we talked about from the first meetings that we had until tonight.

MR. SCOTT EK: I'm trying to answer your question. And so the Commission would take up the reconsideration. Depending what's being asked from them, they could say yes, they could say no; you know, whatever the decision is.

MR. JASON PIERSKALLA: Because that's the direction they're headed.

MR. SCOTT EK: Okay.

MR. JASON PIERSKALLA: Let's use that scenario.

MR. SCOTT EK: Well, then they say

no, and then Xcel has a permit. Then Xcel would approach you as a landowner and then you would have to go work with Xcel or hire an attorney.

MR. JASON PIERSKALLA: And what period of time will I have to actually do that?

MR. SCOTT EK: That would be a question to Xcel.

MR. JASON PIERSKALLA: Go ahead. Please answer.

MR. MATT LANGAN: That's right. We can answer that.

Chris, would you be able to come up and talk about the easement negotiations with the landowners, please.

And one additional step. So we'll -- Scott described very well that the Commission will make a decision approximately, let's just say, 30 days later that original order comes out. That gives us our opportunity --

MR. JASON PIERSKALLA: Does that 30 days include the 20 days you referred to? So that would be ten more days beyond the first 20?

MR. MATT LANGAN: So the 20 days would come after the written order --

MR. JASON PIERSKALLA: Okay.

MR. MATT LANGAN: -- is published. The written order is published and then there's 20 days to file for reconsideration.

MR. JASON PIERSKALLA: Right.

MR. MATT LANGAN: And then we, the permit team at that point, need to send out the Route Permit application -- excuse me, the Route Permit order and the permit conditions to the landowners.

MR. JASON PIERSKALLA: That's us.

MR. MATT LANGAN: Yep, to you, so you have that at your disposal so you can see what the conditions are in there. And it's after that point, and I'll turn it over to Chris, where we would then contact landowners and start to negotiate easements.

MR. JASON PIERSKALLA: Okay. So you contact us by phone, by letter? You come to our house? How do you get ahold of us?

MR. CHRIS ROGERS: All of the above probably.

MR. JASON PIERSKALLA: You're going to do all of the above?

MR. CHRIS ROGERS: And a written order will come in the mail to the affected landowner.

MR. JASON PIERSKALLA: What if it's delayed sometimes? Has that happened? If it is delayed in our area, we have had delays, and everything legally is time sensitive. That's a critical juncture for anybody that wants to take action no matter what area you're in. So continue, please.

MR. CHRIS ROGERS: So if you didn't get a copy of the written order in the mail, we would ensure that you got a copy of that written order when the agent came out and talked to you about the easement.

You're asking about timing on that. Depending on the Commission decision and the reconsideration timeframe, we would be looking probably sometime in May, June timeframe of '25 to start that. This is a large project, so we might be starting different segments. You know, we've got a number of landowners to talk to, but we'll start sometime in the May to June timeframe.

MR. JASON PIERSKALLA: So you might start sometime in May down in southern Minnesota or you may start in Becker or right here?

MR. CHRIS ROGERS: Yes.

MR. JASON PIERSKALLA: And it's at

that time when we hear when that's going to be decided? Until we're notified, we don't know?

MR. CHRIS ROGERS: Well, you would get notice of the permit decision.

MR. JASON PIERSKALLA: Will you be notifying us that you're notifying persons down south at that time too? Say you decided to start -- you're going to start at both ends and work to the middle.

MR. CHRIS ROGERS: Yeah, I can't answer that question now, but you would be notified that a permit decision has been made and that acquisition will be starting. You'll probably get a letter in the mail.

MR. JASON PIERSKALLA: So to sum it up then, at that point in time you decide to let us know, and then from that point on, how long do we have to act?

MS. HALEY WALLER-PITTS: Sir, just to clarify the Route Permit that the Commission issues. They issue a Route Permit. We're required to then send the landowners on the route a written copy of the order and the Route Permit so you can see it. So that's a requirement that's in the permit, and it has to be done within 30 days of the Commission's

order.

MR. JASON PIERSKALLA: And then what?

MS. HALEY WALLER-PITTS: I think Mr. Rogers was responding to those questions.

MR. JASON PIERSKALLA: So what kind of timeline does that allow for negotiation?

MR. CHRIS ROGERS: And I gave a general answer to that statement, and each landowner, contacting them can be difficult. You know, somebody is out of town or we can't reach them, we don't have the right phone number, but we will make every effort to reach those landowners when we can. With negotiations, we don't want to rush anybody.

MR. JASON PIERSKALLA: You're going to reach us when we can?

MR. CHRIS ROGERS: Say again.

MR. JASON PIERSKALLA: Again, there's time sensitive information here. That's kind of a vague answer.

MR. CHRIS ROGERS: What I'm getting is, we have to notify the landowners. We may have difficulty finding correct contact numbers for landowners. But in this case, we've got many of those contacts already by our earlier right of

entry, so we're going to make our contact at first opportunity.

You asked about negotiation and the timing of that. We're not going to rush any landowner through a decision. An agent will come out and will speak to landowners or however they want do it, via phone, e-mail. Usually in person is best.

We lay out all the information, gather information from those landowners as far as what's sensitive on their land, things that we need to be aware of for construction.

I'm going to tell you that negotiations can be a couple of months at minimum. We want to make sure that the landowner has all the information to make an informed decision on whether they're going to agree to grant us an easement or not.

MR. JASON PIERSKALLA: So potentially July in the scenario where we would be notified in May? It might be the point of decision for some of us.

MR. CHRIS ROGERS: That could be, yeah. We want to work with each landowner, and there are a lot of landowners that we need to deal

with on it, too. And, again, we don't want to rush anybody. We want to make sure they all have accurate information and questions answered before they make the decision.

MR. JASON PIERSKALLA: I'll just end with this. I have a dream and I see us in it, and I really hope you look at this closely.

JUDGE TODNEM: All right. Thank you, Mr. --

MR. JASON PIERSKALLA: Pierskalla.

(Applause)

MS. ERIN GUTWASSER: Your Honor, may I show this to the audience? I received this from Mr. Levi.

JUDGE TODNEM: Not as part of this hearing. This is an opportunity for comments and questions.

MS. ERIN GUTWASSER: They need to know it's now going to be at our local library. We'll get it there on Friday.

JUDGE TODNEM: Are there any other questions?

Yes, sir.

MR. MICHAEL MASSMANN: Michael Massmann. I would like to add something that

Mr. Powell talked about on the city limits of St. Augusta. You had said that this does not cross any city limits. Our whole parcel is within the city limits, and the blue line is supposed to go directly through our farm, so how can you say that?

MR. MATT LANGAN: So, Your Honor, we did address this in my surrebuttal testimony about the location of the blue route and the limits of the City of St. Augusta as the limit. We will reverify that with you.

I appreciate your comments, and because I have those comments, I will reverify --

MR. MICHAEL MASSMANN: Okay.

MR. MATT LANGAN: -- that I'm not mistaken.

MR. MICHAEL MASSMANN: I would like to add to Exhibit No. 7 that I gave you.

JUDGE TODNEM: Yes.

MR. MICHAEL MASSMANN: It's a map of our farm. I believe there are some pole numbers on here. It's labeled as 254. Is that a pole number where a pole is supposed to be located? That is in a little notch of our town. That is on the City of St. Augusta land. That land was sold off of our farm approximately 15 years ago to the City of

Augusta because they threatened us with eminent domain because they needed a water source for their city.

So when you have that pole position, it's directly on top of the city well, on the City of St. Augusta land. So if you're not aware of that, I would check into that.

MR. MATT LANGAN: Thank you, sir.

MR. MICHAEL MASSMANN: Okay.

JUDGE TODNEM: All right. Thank you. Are there any other comments or questions at this time?

Any other comments or questions?

All right. Last call. Any comments or questions at this time?

Then I would just like to take this opportunity to thank you all for coming and for sharing your comments. I know it can be difficult to speak in public and I know this is a very charged issue. That's what it should be. I feel that the comments that were shared are exactly why we hold these public hearings. I appreciate them.

Again, I just want to remind everyone that the written comment period closes at 4:30 p.m. on November 25, 2024. You can submit them online

or by U.S. Postal Service mail or e-mail. You can e-mail your comments to consumer.PUC@state.mn.us.

Yeah. I just want to say thanks again for taking the time out of your day to attend and to share your comments. We are adjourned.

(Hearing adjourned at 9:00 p.m.)

* * *

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

REPORTER'S CERTIFICATE

I, Jacquelyn Young, do hereby certify that the above and foregoing transcript, consisting of the preceding one hundred and twenty-nine pages is a full, true and complete transcript of the proceedings to the best of my ability.

Dated November 24, 2024.

/s/ Jacquelyn Young

JACQUELYN YOUNG
Registered Professional Reporter

$

$1.2 (1)
51:18
$1.7 (1)
46:12
$330,000 (1)
75:17

A

ability (3)
19:7;33:25;74:25
able (18)
15:8,11;16:15;33:4;38:3,4;44:19;63:5,9,10,21;75:18;76:11,15;78:22;88:8;92:22;121:12
above (3)
81:17;122:19,22
accept (1)
107:7
accepted (1)
16:11
accepting (1)
107:6
access (7)
19:4,18;39:25;41:20;47:16,19,23
accessories (1)
71:14
accomplish (1)
69:4
according (1)
62:16
account (2)
99:6;101:25
accurate (1)
127:3
acquire (1)
106:20
acquiring (1)
119:7
acquisition (2)
20:7;124:13
acres (5)
35:14;41:18;47:14,20;50:25
across (7)
32:2;49:23;69:25;75:13;98:21;111:25;112:1
act (3)
119:1,3;124:18
action (4)
22:11;119:5,5;123:6
activities (3)
33:20,23;86:8
activity (1)
84:21
Acton (1)
93:18
actual (1)
82:14
Actually (23)
26:23;31:13;33:12,14;35:22;45:21;98:4,5,8,13,17,21;99:8,15;101:24;110:4,18;113:14;115:1;118:14,20;119:24;121:5
acute (1)
43:10
ADA (10)
79:8,9,14;80:13,22;81:14,17,23;82:24;83:10
A-d-a (1)
79:9
add (4)
74:18;85:25;127:25;128:17
added (2)
52:5;85:24
adding (1)
113:25
addition (5)
10:22;23:16;44:11;74:9;103:18
additional (9)
9:23;10:19;21:25;25:13;42:13;75:3;83:7;94:24;121:15
additions (1)
78:15
address (19)
7:2;20:20;26:3,18,24,25;32:8;36:17;37:19;56:8,16;58:4;59:17;69:1;78:6;94:5;105:23;106:17;128:7
addressed (9)
25:10;42:13;58:3,4;71:5;78:13;83:25;94:6;99:15
addresses (2)
22:3;33:9
addressing (1)
79:15
adjourned (2)
130:5,7
adjustments (4)
17:25;78:25;79:2;85:23
administrative (10)
4:24,25;5:1;6:8;9:19;11:23;17:6,7;26:17;29:1
ADOLPH (10)
79:8,9,14;80:13,22;81:14,17,23;82:24;83:10
A-d-o-l-p-h (1)
79:10
adverse (1)
108:18
adversely (2)
45:17;51:6
advisement (1)
7:16
advocacy (1)
7:11
advocate (1)
21:17
advocates (1)
54:14
affect (10)
51:6;77:23;87:19;89:7,13,14;98:7;104:9,12,14
affected (10)
42:16;45:10,15;54:20,24;79:19;80:16;91:4;92:18;122:24
affecting (3)
88:11;98:9;111:25
affects (8)
45:16,17;77:3;91:7,7,8,8,9
affidavit (5)
90:1;95:16,24;96:17;97:4
affidavits (1)
95:22
affiliated (1)
5:2
afford (1)
54:5
ag (1)
71:18
again (10)
18:3;28:25;92:17;100:5;109:10;125:17,18;127:1;129:23;130:4
against (3)
21:18;59:13;96:17
agencies (1)
14:14
agency (2)
5:1;54:13
Agent (5)
42:6;81:6,9;123:11;126:5
ages (1)
52:24
ago (11)
15:13,23;65:16,19;93:12;94:9;98:20;111:13;112:18,20;128:25
agree (4)
36:1,17;60:18;126:17
agreement (1)
118:7
agricultural (4)
33:22;34:3;81:22,23
agriculture (1)
14:10
ahead (3)
37:13;92:9;121:8
ahold (1)
122:18
air (2)
59:6;105:6
airplanes (1)
69:20
alignment (1)
14:7
allow (4)
24:7;94:11;102:17;125:6
allowed (4)
27:11;33:20,22;74:12
almost (3)
45:20;47:13;54:21
along (11)
17:21,21;18:5;19:18;21:8;32:11;59:20;72:3;74:23;85:6;90:2
alternate (3)
48:23;50:5;99:25
alternative (9)
22:11;25:11;36:5;45:11;61:22;62:21;102:13;113:16,17
alternatives (10)
16:12,18,19;22:10,11;62:21;69:2;102:7;113:15;115:17
although (2)
40:23;80:19
always (4)
64:19;75:14;108:20;119:5
ambiance (1)
49:12
amendment (1)
61:8
America (1)
93:16
American (2)
31:12,23
amount (2)
18:4;39:3
ample (1)
16:4
analysis (1)
22:2
and/or (1)
25:12
Andrew (24)
10:10;21:2,4,6;32:10,18;44:3,9,14,22;45:1;48:21;56:17,24;57:6,9,19;58:25;59:8;78:6;114:23;115:7,15;116:1
animal (4)
37:19;71:18;84:13;93:6
answered (3)
6:21;68:4;127:3
anymore (1)
44:21
apologize (1)
63:5
appalled (1)
90:9
appeal (1)
30:23
appeals (2)
30:23;31:3
appears (2)
39:20;40:22
appendices (1)
22:6
Applause (22)
44:2;46:24;50:11;55:17;60:21,23;61:4;66:4;68:8;70:22;72:14;77:10;79:5;88:17;90:4,14;91:13;92:20;94:19;109:18;116:20;127:11
Applicant (16)
5:4,20;7:18;17:8;18:10;22:1;29:11,16;63:1;66:7;67:7;101:13;102:17;105:9;114:4;116:17
Applicant's (3)
6:12;7:12;21:23
Application (15)
4:13;6:15;7:3,20;9:16;10:4;15:12,14,15,19,21;27:25;57:1,2;122:7
applications (2)
10:5;21:24
applied (3)
8:24;63:15;64:2
apply (2)
66:20;68:1
applying (1)
78:9
appointed (3)
8:17;60:25;61:7
appraisal (2)
83:4,6
appreciate (8)
58:1;61:15;66:9;68:5;97:11,14;128:11;129:22
appreciated (1)
56:20
approach (1)

121:2
appropriate (1)
41:9
approve (3)
16:20;18:1;29:3
approved (4)
15:4;18:12,19,24
approves (2)
13:16;15:7
approving (1)
16:21
approximately (4)
9:1;40:5;121:17;
128:25
arbitrarily (1)
118:25
area (23)
16:8;20:18;32:13,
14,25;33:2,8,11;34:2;
47:11;49:8;52:10;
53:5,12,23;74:21;
82:21,22;85:8;86:7;
107:15;123:3,6
areas (7)
46:10;47:21;52:2,
18;53:24;54:24;101:2
arguing (1)
119:9
around (4)
43:11;46:16;67:16;
87:23
arrangements (1)
5:17
arrhythmia (1)
59:7
arrived (1)
12:14
asinine (1)
65:24
aspects (2)
26:1;40:8
assets (1)
43:24
assigned (1)
6:9
associated (1)
21:13
assume (3)
29:16;34:4;81:22
Assuming (1)
32:16
assure (3)
78:25;109:1,10
assured (1)
99:8
attend (2)
99:10;130:4
attended (1)
117:18
attending (1)
12:11
attention (1)
61:10
attorney (1)
121:3
audible (1)
67:3
audience (5)
32:4;36:24;60:18;
63:13;127:13
auditorium (1)
92:9
Audubon (1)
45:14
Augusta (9)
47:7;110:17,18;
116:5;128:2,9,24;
129:1,6
AULTH (5)
97:16,17;101:19;
103:5,11
A-u-l-t-h (1)
97:17
authorities (2)
43:13;51:4
authority (2)
8:14;41:10
auto (1)
73:14
available (10)
8:3;12:19;16:20;
20:14,16,23;22:24;
23:6,12,13
average (1)
13:12
avoid (1)
14:9
avoiding (1)
80:8
aware (5)
18:7;34:11;45:20;
126:12;129:6
away (11)
24:18;35:11;37:1;
57:16;60:9;73:7;
83:19,21;84:22;
85:16;87:7

B

back (20)
10:5;17:16;23:12;
24:14;30:1;34:25;
35:18;37:16;47:20;
49:23;69:21;85:12;
87:13;90:17;100:20;
103:21;112:2,3;
114:1;117:18
bad (2)
112:11,25
balance (1)
61:2
balances (2)
61:6,10
bald (3)
70:17;73:2,3
ballot (1)
61:9
balsam (1)
48:1
Barb (8)
47:3,4,5,8;48:4,20;
49:18;50:2
B-a-r-b (1)
47:5
Barr (1)
21:8
base (1)
54:1
based (7)
7:4;21:23;22:16;
23:24;39:21;64:25;
111:11
basement (1)
93:13
basically (4)
34:21;82:8,19;83:4
basis (1)
82:5
battle (1)
54:5
Becker (13)
13:18;36:4;53:15;
68:21,21;73:20,22;
77:4;111:7,8,21;
112:2;123:23
B-e-c-k-e-r (1)
68:22
become (4)
28:22,25;29:19,25
bee (1)
107:1
bees (6)
88:4,8;90:7;91:9;
104:15,16
began (2)
47:24;48:10
begging (1)
90:12
begin (6)
15:20;19:14;20:4,8;
29:12;52:22
beginning (1)
88:22
behind (4)
11:3;30:4;66:20,22
belong (2)
31:12,23
BEN (5)
84:17,17;86:5;87:2,
20
benefit (1)
52:1
benefits (1)
52:2
besides (2)
56:2;57:4
best (6)
26:15;43:14,15;
70:7;101:14;126:8
better (5)
71:24;100:23;
110:1;113:25;114:6
beyond (6)
33:14;42:3,3,5;
82:5;121:22
Biden (1)
34:14
big (8)
45:15;46:5;89:15,
22;90:11,21;98:8;
99:5
bigger (3)
9:14;107:17;115:1
biggest (2)
75:15;76:25
billion (4)
46:12;51:18;53:12;
55:11
bio-initiative (2)
57:13,24
bird (2)
45:17;70:19
birds (2)
51:16;92:17
Birth (1)
45:25
bisect (1)
48:24
bit (6)
20:11;31:18;39:21;
45:23;63:20;103:8
blow (1)
65:3
blue (24)
14:24;16:5;17:13,
17,19,21,23;38:25;
39:10,14,20;40:22;
50:7;56:22;73:1;74:9;
75:12;83:18;86:21;
102:6,11,11;128:4,8
boats (1)
74:22
born (1)
52:7
both (5)
11:9,11;29:11;97:8;
124:8
bother (1)
57:4
bothered (2)
55:2;61:1
bottom (1)
73:5
bounced (1)
43:11
box (5)
5:25;23:7;26:25;
98:22;99:13
brain (1)
43:2
BRANSTNER (11)
31:10,11,19,22;
32:12;33:9;34:1,6,10;
38:7;46:25
B-r-a-n-s-t-n-e-r (1)
31:11
break (6)
91:15,24;94:21,25;
95:5,7
bridge (1)
55:13
briefly (1)
5:18
bring (4)
57:12;69:8;93:3;
117:5
bringing (2)
111:21,24
brother (1)
75:11
brother-in-law (1)
42:4
brought (6)
46:4;58:14;60:8;
65:15;68:24;93:4
Buffalo (1)
56:11
buffer (9)
32:6,7,8,9,16;33:7,
10;37:3;57:17
build (9)
14:4;15:8;19:8;
37:2,7;46:19;66:1;
82:11;115:10
building (1)
84:22
buildings (1)
54:11
built (7)
13:1;47:12;51:20;
72:6;82:15;84:12;
100:18
bull (2)
104:11;106:12
bulldozing (1)
104:21
bumped (1)
62:18
bunch (2)
104:11;106:12
burden (3)
93:17;101:12;114:3
business (4)
89:8,23;107:1,2
businessman (1)
69:3
buy (7)
104:16,18;105:3;
106:3;107:12;109:12;
118:8
buyer's (1)
49:20

C

cafetorium (1)
4:21
calculate (1)
83:4
California (5)
104:22,23;107:21;
109:6,8
call (9)
4:8,10;6:3;17:19;
20:23;33:10;105:19;
116:11;129:14
called (3)
34:15;69:16;107:10
came (2)
107:24;123:11
can (127)
6:2;7:6;9:9;10:4,
13;12:4;20:18;21:1,
15,19;23:9,17;24:14,
20;25:9;26:17,18;
27:8;28:8;29:12;
30:13;31:17;32:7,16,
18;33:5,23;34:3,5;
37:14,15;38:11,13,15,
16;39:22;40:21;42:9;
44:3,13;45:13;52:18,
25;53:5,18;54:5,15,
17,19,25;56:15,17;
59:6,8;63:16;64:9,22;
66:2;67:5;68:19;69:6;
70:1,4;74:14;75:24;
76:6,14,21,22;78:5,
15,17,23,23,23,25;
80:9;82:2,22;84:2;
85:9,24;87:2,5;89:6,
23;90:11;93:22;
96:18;99:8,13;
100:13,14;101:2;
102:5;105:11;106:6,
11;109:1,8,8,10;
110:5,6;112:17;
113:17,17,18;114:11,
11,22;116:6,12;
118:6;119:21;120:4;
121:11;122:12;
124:23;125:9,13,16;
126:14;128:5;129:18,
25;130:1
cancers (1)
45:25
canoe (1)
74:22
capacity (1)
14:20
capture (4)
24:9,10,17;69:6
car (1)
47:20
carbon (1)
69:7
cardboard (1)
23:7
Cardiologists (1)
59:12
care (2)
31:10;40:8
carried (1)
115:21
carry (3)
59:20,23;60:11
case (9)
9:12;28:22;29:1,20;
62:5;102:9,19;
113:21;125:24
catalyst (1)
53:6
cattle (2)
92:17;104:13
cause (1)
59:7
cellphones (1)
4:7
center (11)
13:9;31:12,23;
32:24;33:15;75:19;
79:17;97:23;98:9;
100:2,18
central (1)
105:6
CEO (1)
46:13
certain (1)
65:6
certainly (3)
33:22;76:1;83:9
certificate (23)
7:3;8:25;9:8,21;
11:25;21:24;25:6,25;
27:12,15;28:7;29:5,
10;62:5,25;97:2,4,6;
111:4,5,11;112:4;
114:24
certificates (1)
8:15
cetera (1)
84:20
change (4)
30:18;103:7,8;
113:8
changed (3)
65:17;98:13;102:4
changes (7)
76:18;101:22,23,
25;102:9,15;103:10
changing (4)
70:3,19;99:3;100:9
channels (1)
26:21
Chapter (10)
7:6,7;22:12,13,17,
17,19;114:23;115:6,
12
Chapters (2)
22:15,20
characteristics (1)
51:7
charged (1)
129:19
cheapest (1)
69:4
check (4)
57:20;61:1;75:4;
129:7
checking (2)
98:22;99:13
checks (2)
61:6,10
children (4)
42:24;43:2,4;77:6
Chippewa (1)
4:15
choice (3)
104:16,17;107:5
chooses (1)
29:9
Chris (26)
39:11;81:8,8,15,18,
25;83:2;88:14;
105:22,24,24;106:16;
107:3;108:6;121:12;
122:14,19,23;123:8,
24;124:3,10;125:7,17,
21;126:23
C-h-r-i-s (1)
81:9
Christmas (8)
47:18;48:8,15,25;
49:3,6,13;50:9
chronic (2)
43:8,10
chunks (1)
23:3
church (1)
48:14
CINDY (12)
88:20,20;90:5;
95:10,14,14,23;96:2,
5,12,16,20
C-i-n-d-y (1)
88:21
circuits (1)
85:8
cite (1)
45:13
Cities (9)
46:6;51:23;52:9,14;
53:12;89:16;90:2;
100:12;112:3
citizen (3)
41:13;42:16;43:22
citizens (1)
7:19
City (24)
13:20;52:2;88:25;
89:13,21;107:25;
110:4,9,11,14,17,18;
112:1;116:5,6;128:1,
3,4,9,23,25;129:3,5,5
clarification (3)
28:13;79:11;86:20
clarified (2)
23:21;56:2
clarify (9)
32:21;33:19;67:20;
95:11,15,16;96:7,21;
124:20
clean (3)
51:23;61:21;62:20
clear (1)
18:15
clear-cutting (2)
51:8;55:7
clearly (1)
5:12
clerk (1)
26:3
close (9)
32:16;34:2,6;58:21;
73:13;86:1;89:16;
97:8;104:19
closed (1)
48:12
closely (1)
127:7
closer (6)
31:18,19;86:4;
103:25;106:7;115:4
closes (3)
23:23;96:10;129:24
closing (1)
95:1
Cloud (2)
38:3;89:10
CN (2)
30:9,9
coal (2)
13:19;36:3
coal-fired (1)
13:23
COLBY (4)
86:18,18;87:13;
88:2
C-o-l-b-y (1)
86:19
Collectively (1)
55:10
Colorado (1)
48:1
combines (1)
77:19
COMBS (14)
103:22,23;104:1,1,
3;105:14,17;106:8,
25;107:16;108:22;
109:5,12,16
C-o-m-b-s (1)
103:23
comfortable (3)
7:1;38:24;39:8
coming (11)
21:5;61:9;68:5;
72:3;80:16;81:1;
85:21;89:4,11;
114:14;129:17
comment (29)
6:7,25;10:24,25,25;
11:8,11,18;23:18,22;
24:11;25:3;26:15;
63:2;68:15;70:14;
91:20;94:22;96:9;
97:7;98:23;101:18;
103:17,19;112:19;
113:12,20;118:21;
129:24
commentators (2)
86:16;114:4
commenting (2)
24:3;68:17
comments (69)
5:23;6:19,23;9:15;
10:20;11:2,7,17,19;
21:25;23:18,24;24:1,
13;25:2,5,7;26:7;
40:16;42:10;44:18;
45:4,9;56:2;64:10;
66:9,19;70:8,21,24;
72:16;75:3;90:16;
91:23;94:24;95:6,9,
20;96:11,24;98:2,2,4,
11,17,18;99:2,4,21,
23;100:8,15;101:5;
102:24,25;103:18,21;
109:20;116:22;
127:16;128:11,12;
129:11,13,14,18,21;
130:2,5
Commerce (11)
5:4,16,21;7:18;
10:11;21:7,8;23:1,2,
5;115:18
Commission (60)
5:3,19;6:11;7:14,
15,19;8:7,11,13,16,
24;9:8,11,20,22;
11:24;12:17;13:15;
15:7;16:20;18:1;20:6;
22:25;25:4;27:9,12;
28:5,11;29:3,9,24;
30:8,10,13,15;50:18;
54:24;55:1;61:3,6;
67:12;78:10;96:15;
99:18;101:11;102:10,
16;115:19;117:13,24;
118:1,11,13,16,17;
119:14;120:16;
121:16;123:14;
124:20
Commissioner (2)
71:2;93:1
commissioners (6)
8:17;54:13;113:22,
22;114:2,8

Commission's (4) 30:21,23;31:4; 124:25
committee (2) 117:3,19
communities (3) 14:11;16:8;53:7
Community (5) 4:21;16:7;52:12; 56:10;64:1
compaction (1) 82:12
companies (2) 107:17;114:18
company (6) 15:8;59:17;60:15; 61:24;67:25;107:12
Company's (1) 17:11
compared (1) 52:14
compensable (1) 82:12
compensate (2) 82:25;106:3
compensated (3) 19:6;78:2;83:25
compensation (5) 54:6,8;81:7;105:13; 106:24
compile (1) 6:10
complete (6) 15:19;19:13;20:10; 23:4,9;85:11
completely (1) 69:23
components (1) 59:6
concern (10) 74:10,15,16;84:11; 86:25;92:5,7;93:13; 97:19;111:3
concerned (6) 42:3;46:21;74:23; 81:12;92:16;110:24
concerning (1) 57:15
concerns (16) 10:19;25:16;32:4; 42:7;43:1;46:1;58:21; 63:14;71:9,10;85:2; 93:5,5,6;99:11,14
conclude (2) 11:14,15
concludes (1) 21:1
conclusion (3) 12:20;43:19;54:22
conclusions (4) 6:14;11:22;29:5; 100:25
concrete (3) 13:2;19:23;84:13
condemnation (2) 54:3;107:8
conditions (8) 9:23;25:13;42:6,19; 58:21,25;122:8,13
conduct (2) 14:3;19:14
conductor (1) 20:1
conductors (1) 13:3
confidence (1) 117:10
confused (1) 63:20
confuses (1) 73:21
confusing (2) 99:19;101:5
Congress (1) 34:23
conjunction (1) 51:3
Connection (6) 4:14;9:4;12:21; 51:19;63:7,17
consider (4) 6:11;39:12;91:11; 114:8
consideration (5) 19:20;49:15;98:3, 17;99:7
considerations (1) 99:14
considered (5) 11:12;96:14;101:6, 7;114:16
considering (2) 16:19;117:8
consists (1) 8:17
constituents (1) 94:17
constitutional (1) 61:8
construct (1) 13:6
constructed (2) 9:10;20:3
constructing (1) 53:14
construction (11) 9:24;18:21;19:6,11, 14;20:8,10,12,22; 29:13;126:12
consult (2) 66:14;67:5
consultant (1) 21:9
consumerPUC@statemnus (1) 130:2
contact (6) 5:16;55:2;122:15, 17;125:23;126:1
contacting (1) 125:9
contacts (1) 125:25
contain (1) 8:5
continue (7) 33:21;48:15;52:18; 53:3;76:12,15;123:6
continued (1) 48:10
continues (1) 92:10
continuing (1) 18:13
contract (3) 39:13,14,17
control (1) 41:10
convened (1) 4:20
converge (1) 56:23
conversation (2) 93:12;111:12
conversations (1) 66:22
Copies (2) 8:2;23:11
copy (5) 56:9,12;123:9,10; 124:22
corner (2) 23:13;86:24
corrected (2) 28:17;48:6
correction (1) 64:2
correspondence (1) 26:4
cost (3) 53:1;69:9;111:17
council (2) 88:25;89:21
counsel (1) 67:21
Counties (3) 4:16;9:3;34:13
countries (2) 104:8;106:14
country (3) 32:2;34:24;36:8
County (14) 13:20;47:6,12; 50:21;51:22;52:17; 53:23;63:15;71:2,10, 13,17;93:1,13
couple (6) 18:18;24:16;32:5; 105:19;109:24; 126:14
course (4) 9:18;17:15;49:6; 60:4
court (9) 5:7;24:8,12;30:23; 31:1,3,4;103:24; 104:2
Courthouse (1) 93:13
courts' (1) 26:3
cover (4) 38:2,3,4;81:4
covered (2) 36:8;108:16
covering (1) 108:17
COVID (1) 48:12
crazy (1) 112:8
create (3) 53:6;71:24;101:7
created (5) 10:9;19:5;100:7; 101:9;103:3
creates (2) 18:3;78:11
creating (1) 36:14
credits (1) 37:17
criteria (3) 7:4;9:11;27:18
critical (1) 123:5
crop (1) 82:11
crops (3) 82:10,14,16
cross (4) 87:16;93:8;94:2; 128:2
crosses (1) 19:2
crossing (1) 72:25
cured (1) 19:24
curious (1) 39:20
current (2) 10:3;59:6
currently (1) 67:10
curve (1) 30:4
customer (1) 116:23
cut (2) 23:4;74:12
cuts (1) 69:25
cutting (2) 48:18,24
CYNTHIA (6) 92:1,2,15;97:1,1,9
C-y-n-t-h-i-a (1) 92:2

D

dad (2) 75:11;104:15
dairy (3) 69:3,16,16
damage (4) 82:11,14,16;93:25
damages (2) 19:5;82:10
dancing (1) 67:16
dangers (3) 42:2;45:20;49:15
dare (1) 49:17
date (3) 12:2;117:16;119:16
daughters (1) 69:18
day (5) 27:17;45:20;80:25; 81:2;130:4
days (8) 30:11;121:18,21, 21,22,23;122:3; 124:25
day-to-day (1) 87:23
dead (2) 36:21,21
deal (6) 30:25;31:13,24; 72:11;105:7;126:25
debate (1) 21:19
December (3) 15:22;17:4,10
decide (4) 27:24;28:3;90:24; 124:16
decided (2) 124:2,7
decision (43) 6:12;7:9,17,20; 11:25,25;12:4,17; 20:6;21:15;22:4; 27:15,23;28:2,10; 30:9,19;31:4;35:5; 79:23;101:11,18; 102:17;114:3;115:20; 118:6,14,16,24;119:7, 7,15,22;120:7,19; 121:17;123:14;124:4, 12;126:5,16,21;127:4
decision-making (1)

21:14
decisions (6)
9:10;30:14;70:8;
76:13;79:16;112:13
declared (1)
18:14
decommissioning (1)
62:14
decrease (1)
49:19
dedicated (1)
51:1
deduce (1)
63:16
deemed (2)
65:18;112:21
deep (1)
90:11
defects (1)
45:25
defendant (3)
28:22;29:1,19
deficit (3)
62:2,9;63:25
definitely (2)
52:15;89:14
degrades (1)
52:25
delayed (2)
123:2,3
delays (1)
123:3
demand (1)
107:22
deny (1)
70:12
Department (10)
5:4,16,20;7:18;
10:10;21:7,7;23:1;
44:10;102:24
depending (3)
13:15;120:17;
123:14
describe (2)
5:18;21:12
described (4)
12:18;29:13;
106:21;121:16
description (3)
12:12,14,16
design (2)
84:25;86:6
designed (1)
84:12
desk (1)
11:2
destroyed (1)
49:3
destruction (2)
51:8;54:7
detail (5)
9:5;10:11;12:8;
115:8,11
determination (1)
113:23
determine (5)
81:21,25;83:8;85:4,
12
determined (2)
12:3;35:8
detrimental (1)
51:11
detrimentally (1)
53:25
develop (1)
49:9
developed (3)
47:16,18;64:25
developing (3)
16:24;42:22;43:2
development (1)
43:9
diameter (1)
74:13
difference (1)
53:9
different (16)
14:22,22;16:11,18;
17:20;59:5;65:1;68:2;
69:24;98:9;99:25;
104:24;108:7;113:19;
115:1;123:18
difficult (2)
125:9;129:18
difficulty (1)
125:23
dig (1)
90:11
direct (11)
17:3,7;40:10,16,21;
41:16,22;62:4;84:11;
85:18;87:20
direction (1)
120:21
directly (17)
18:25;41:14,25;
43:3;56:10,22;59:21,
25;75:12,20;87:21;
89:2;106:4,9;107:13;
128:5;129:5
disagree (1)
24:6
disclose (1)
49:21
discover (1)
64:1
discussed (2)
22:12;71:6
discusses (2)
22:9,13
discussion (1)
72:2
disgusted (1)
89:22
disgusting (1)
28:15
dismissed (1)
115:22
displaced (2)
97:24;98:10
disposal (1)
122:12
disruption (1)
51:15
dissuade (1)
18:13
distance (4)
43:15;84:9,10;87:6
distances (1)
85:17
distressed (1)
53:8
distribution (2)
85:8;109:2
Disturbing (1)
70:14
divide (2)
52:6;55:14
divided (1)
41:17
DNR (3)
48:22;74:12;94:10
Docket (2)
4:17,18
document (5)
21:14;57:14;58:7;
100:16;115:23
documentation (1)
57:24
documents (2)
28:21;57:15
dollar-plus (2)
53:12;55:11
dollars (1)
88:6
domain (12)
27:4,10,11;28:9;
29:19;30:24;31:5;
37:9;54:4;60:8;
117:15;129:2
donate (1)
48:13
done (17)
19:23;29:7,8;30:22;
35:2,3;39:22;56:22;
61:20;85:9;97:5;
111:13;112:17;113:7,
18,18;124:25
Donnay (9)
25:20,21,22;26:6;
27:2;28:12;29:18;
31:6,7
D-o-n-n-a-y (1)
25:22
door (1)
6:1
double-circuit (2)
9:2;12:22
down (23)
30:3;34:2,20;36:3,
4,25;46:5,6;63:15;
69:9;70:16;73:13;
83:1;86:7;88:11;
89:10;107:25;108:2;
112:3,23;118:5;
123:22;124:6
draft (23)
10:8,11,15,21;
11:19;16:25;21:9,10,
11,17,18,20;22:2,5,9,
24;23:18,20,23;24:1;
56:25;69:1;100:3
dream (1)
127:6
dreamed (1)
75:14
drilling (1)
80:14
drive (2)
23:8;48:17
driverless (1)
70:5
drives (1)
23:6
driveway (1)
87:17
drones (2)
69:20;70:5
drops (3)
87:6,10,12
due (2)
52:20;95:21
during (9)
4:8;10:2;11:18;
23:18;48:12;82:12;
105:1;115:16,18
duty (1)
99:9
dwarf (1)
71:16

E

E-002/TL-22-132 (1)
4:18
eagle's (4)
70:17;73:2,4;91:9
earlier (11)
10:9;29:25;40:24;
45:21;77:21;89:21;
93:4;99:19;103:3;
119:14;125:25
early (3)
19:18,21;20:6
earn (1)
46:19
easement (30)
18:21;19:1,1,3,7,
13;20:7;32:13,23;
33:7,23;34:9,20;35:9;
81:13,18;82:2,3,13,
19,21;86:7;107:5,6,
15;117:14;119:6;
121:13;123:12;
126:17
easements (7)
29:14,15;34:7,7;
37:9;51:9;122:15
easier (1)
23:1
easily (1)
85:22
economic (1)
53:6
ecosystem (2)
46:16;70:20
ecosystems (1)
94:1
Eden (2)
31:11;70:16
edge (2)
89:3,12
edocket (1)
8:3
edockets (3)
26:12;58:13;120:6
educate (1)
63:13
EERA (2)
8:1,1
effect (2)
85:5;87:21
effective (2)
53:1;109:11
effects (7)
40:7;42:21;51:11;
85:10,18,20;104:19
efficient (3)
52:23;61:22;62:20
efficiently (1)
53:3
effort (4)
16:12;43:21;61:13;
125:12
efforts (1)
20:4
eight (2)
48:7,9
eighth (1)
104:5
EIS (33)
10:7,8,8,12,15,21;
11:15,17,19;16:1;
21:10,11,17,19,20;
22:2,5,9,24;23:9,11,
18,20,23,24;24:1;
56:9,12,25;57:18;
69:1;113:19;114:24
either (9)
13:3,8;20:2;32:24;
33:3;58:12;80:8;
86:10;104:25
EK (34)
8:8,9;12:22;27:8,9;
29:21,22,23,23;56:3;

60:24;68:11;96:4;
99:16,17,17;102:3;
103:7,13,16;113:11,
13;118:20;119:2,9,13,
19;120:1,4,11,15,22,
25;121:6
elderly (1)
87:15
elect (1)
107:10
elected (1)
107:10
election (1)
61:8
electric (5)
53:4;75:16;85:19;
87:23;105:16
electrical (2)
19:8;59:6
electricity (4)
8:18;14:1;51:21,24
electromagnetic (3)
41:23;49:16;88:9
Electronically (1)
22:24
eliminating (1)
33:12
Ellis (3)
50:13,14,15
E-l-l-i-s (1)
50:16
else (3)
45:2;57:4;97:13
e-mail (6)
11:1;20:20,24;
126:7;130:1,2
EMF (5)
41:22;42:20;43:16;
57:15;106:11
EMFs (1)
104:10
eminent (12)
27:4,10,11;28:9;
29:18;30:24;31:5;
37:9;54:4;60:8;
117:15;129:1
emitted (2)
41:23;46:2
employees (3)
59:24;60:4,12
employer (1)
60:5
encourage (4)
6:25;22:19;25:2;
41:7
end (11)
11:3;13:17,17;14:5,
23;17:12;18:4;24:14;
38:3;110:14;127:5
ends (3)
27:21,21;124:8
end-to-end (1)
16:21
energized (1)
20:4
Energy (46)
4:14;5:5;8:9,16,24;
9:4,4;12:7,21;13:24;
16:5;18:25;19:7;28:8,
21;36:9;37:7,17,24,
25;39:12,25;46:8,12,
21;50:18;51:19,23;
52:1,10,12,14;54:2;
55:11;59:17,19;
61:23;63:7,17;64:8;
71:24;78:17;81:10;
94:8;104:22;105:25
Energy's (1)
9:16
Engineering (3)
21:8;84:5,25
engineers (3)
80:11;84:7;85:3
enjoy (2)
48:18;74:25
enormous (1)
71:16
enough (6)
34:17;37:7;43:20;
104:8;108:20;112:15
ensure (5)
6:17;8:20;9:24;
53:18;123:10
entail (1)
119:24
entered (2)
6:1;39:22
enterprise (1)
59:19
entire (2)
34:8;41:13
entry (1)
126:1
environment (1)
70:15
environmental (17)
7:4;9:17;16:25;
19:15;21:9;25:7,9;
40:3;41:1;42:14;51:4;
54:14;99:22,24;
100:1,4;101:7
environmentally (2)
50:25;53:17
equally (1)
51:14
equipment (7)
20:2;51:10;73:10;
76:14;77:20;78:15;
80:7
equitable (1)
54:6
E-r (1)
55:21
erase (1)
102:15
Erin (42)
25:19,21,21;26:6;
27:2;28:12;29:18;
31:6;55:19,20,21;
56:19;57:3,7,10,21;
58:8,14,18,20;59:2,
10,14;60:6,22;61:5;
62:7;63:12,23;65:8,
11,22;66:5,10,15,18,
24;67:4,15;68:3;
127:12,18
E-r-i-n (3)
25:21;55:22;65:11
especially (3)
41:14;53:22;55:6
essentially (2)
46:9;51:23
established (3)
16:24;40:24;82:8
et (1)
84:19
eternity (2)
70:11;81:4
Europe (1)
43:2
European (1)
41:6
evaluated (1)
100:14
evaluating (1)
14:2
evaluation (2)
14:16;17:14
even (23)
17:15;20:22;27:22;
36:3;42:22;49:17;
69:19;70:6;73:19;
74:12;87:21;89:1,17;
93:14;97:2,2;104:10,
17,19,23;107:1,23;
113:9
evening (6)
4:2,11;21:5;23:10;
55:20;91:20
event (1)
108:18
events (1)
14:4
Eventually (2)
48:9;83:23
everybody (4)
37:22;71:6;72:2;
92:15
everyone (12)
4:3,7;15:2;21:5;
38:22;44:5;54:21;
67:2;91:6;97:13;
116:12;129:23
exact (1)
12:2
exactly (2)
34:15;129:21
examine (1)
14:4
example (6)
33:3;41:17;52:24;
70:19;115:11;119:18
excellent (1)
97:12
exception (4)
8:4;11:23;82:3,22
excited (1)
117:4
Excuse (2)
65:8;122:7
exercise (2)
53:13;55:13
Exhibit (1)
128:17
exhibits (2)
7:23,25
existing (5)
13:18;53:5,15,18;
111:15
exists (2)
65:25;86:10
expand (2)
45:23;46:11
expect (2)
12:4;52:25
expected (1)
20:9
expense (2)
52:3,15
expensive (2)
51:20;112:7
expensively (1)
53:11
experience (1)
87:25
experiencing (1)
78:16
expert (1)
30:25
explain (1)
63:13
explained (1)
119:14
exponentially (1)
87:6
exposure (3)
41:22;42:20;43:16
expound (1)
27:7
expressed (1)
71:10
extent (5)
6:19;14:8,17;16:10;
61:15
extreme (2)
52:20;80:20

F

facilities (4)
8:10,16;53:17;
84:12
facility (1)
83:24
fact (13)
6:14;11:21;15:13;
19:16;29:5;37:11,12;
48:21;84:13;89:18,
22,25;102:5
fact-based (1)
7:11
fact-finding (1)
102:21
factor (1)
108:14
factors (1)
65:1
facts (1)
100:24
Fahlun (1)
93:18
fail (1)
37:23
failed (1)
37:11
Fair (5)
50:22;54:6;65:9;
67:15;88:13
fairly (6)
6:18;39:2;40:9;
74:17;82:5;85:22
fall (2)
50:15;108:15
familial (1)
54:9
familiar (1)
76:3
families (2)
54:10;98:9
family (11)
40:10,20;42:24;
48:13;50:20,23;51:1;
54:5;75:11;83:22;
90:23
family's (2)
50:20;55:9
far (10)
30:3;31:15;46:20;
57:16;70:10;83:21;
84:22;85:20;88:3;
126:10
farm (24)
32:1;34:3;49:14;
50:9;69:20,23;71:21;
73:11;75:10,12,13,15;
77:3;82:2;84:21;85:1,
22;88:3;104:16;
107:11;118:8;128:5,
20,25
farmed (1)
82:22
farmer (5)
35:24;69:3;79:18;
90:21;97:22
farmers (13)

34:19;35:1,10,22; 36:11,12,17,18,20,24; 37:21,21;38:1
farmers' (1) 37:8
farmer's (1) 81:2
farming (3) 70:8;73:14;86:8
farms (4) 54:5;72:6,24;92:16
farmsteads (1) 54:9
fast (1) 70:3
father (2) 42:5;87:15
favor (2) 30:9;50:6
favored (1) 39:21
February (3) 6:16;11:20;118:10
fed (1) 104:11
federal (1) 14:14
fee (2) 81:21;82:1
feed (5) 71:15,18,25;72:7; 84:11
feedback (1) 14:12
feeding (3) 83:18,20,24
feel (7) 45:3;87:10,24; 91:17;94:23;99:14; 129:20
feel-good (1) 53:13
feeling (1) 99:1
feelings (1) 99:10
feet (24) 13:7,8,8,11,13; 32:24;33:2,2,16;34:7; 48:9;73:7;74:18; 83:19;85:16;86:9,22, 22,24;87:9,16,18; 106:21,23
fence (1) 94:3
fertility (1) 42:21
fetal (1) 43:9
fetus (1) 42:22
few (4) 22:8;51:17;88:23; 94:25
field (19) 47:18,21;48:10,15, 17,24;49:1,4,6,12; 70:1;75:15,21;76:12, 16;86:11;87:4;88:9; 108:2
fields (3) 49:16;70:7;85:19
fighting (1) 55:21
figuring (1) 37:12
file (5) 113:5;120:3,4,6; 122:3
filed (5) 7:22;10:5;26:12; 58:12;120:5
filing (2) 67:11,14
fill (1) 92:9
filled (1) 51:16
final (11) 6:11;7:8,19;11:15, 17,25;12:4;23:24; 28:19;70:14;118:14
finally (2) 5:21;29:9
find (6) 4:4;36:5;41:8;42:9; 44:13;89:5
finding (2) 4:5;125:23
findings (4) 6:13;11:21;29:4; 100:25
fine (2) 11:9;119:19
fingertips (1) 41:7
fir (1) 47:25
first (22) 6:4;7:24;15:17; 19:14;26:2;27:15,23; 45:10;62:3;73:24; 75:4,6;81:21;83:17; 87:9;104:4;105:21; 106:2;110:3;120:13; 121:22;126:1
first-hand (1) 54:25
first-time (3) 77:12;86:14;88:19
Fish (1) 93:9
FISHER (6) 92:1,2,15;97:1,1,9
F-i-s-h-e-r (1) 92:2
five (9) 8:17;13:11;24:13; 48:2;60:25;78:4,20; 88:10;113:22
five-minute (1) 94:21
fix (1) 57:6
flash (2) 23:6,8
floor (2) 6:2;68:17
focus (1) 10:7
folks (9) 10:2,17,25;24:16; 27:14,23;61:11; 115:16;119:21
follow (5) 23:19;44:4;60:3; 116:7,9
following (4) 41:2;42:17;67:25; 112:14
forced (3) 59:18;60:7,14
forces (1) 41:23
forcing (1) 119:7
foremost (1) 45:10
foresee (1) 70:1
Forest (1) 107:25
forests (1) 51:8
form (3) 6:25;118:13,18
for-profit (1) 59:17
forth (1) 7:5
forward (10) 68:5,19;90:25;91:5, 12;99:13;115:21; 117:5;118:12,18
found (3) 7:6;15:21;56:6
foundation (1) 13:2
foundations (2) 19:24;82:4
four (3) 35:14;74:13;98:9
fowl (2) 51:13,16
fraction (1) 71:11
Fraser (1) 47:25
free (2) 45:3;94:23
frequency (1) 92:18
Friday (1) 127:20
friend (1) 107:24
friendly (1) 20:17
friends (1) 48:13
front (6) 11:2;23:8;24:4,19; 86:22;100:6
frustrating (1) 28:15
fuel (2) 36:6,7
full (2) 42:9;102:16
fully (1) 63:9
function (1) 37:16
further (5) 22:17;52:6;58:24; 95:8;107:15
Furthermore (1) 51:7
furthest (1) 22:18
future (7) 15:9;42:24;53:19; 82:15;89:7,8;90:8
futures (1) 91:10

G

GALLAY (5) 84:17,17;86:5;87:2, 20
G-a-l-l-a-y (1) 84:18
Garvin (4) 13:20;61:19,25; 62:13
Gary (4) 77:15,15;78:18; 79:3
G-a-r-y (1) 77:16
gas (21) 8:19;61:19,21; 62:13,18,20;64:16,19; 65:2,2,5,14;73:20,21; 111:13,23;112:19; 114:1;115:3,24;116:1
gather (3) 19:20;101:17; 126:10
gathered (2) 6:18;17:15
gatherings (1) 51:2
gave (2) 125:7;128:17
Gen (1) 69:16
general (5) 25:15;43:23;56:2; 87:3;125:8
generally (3) 22:14,15;86:9
generate (2) 53:4;111:6
generates (4) 36:6;37:24;88:5,6
generating (1) 13:19
generation (15) 13:24;52:11;53:15, 17;65:5;69:17;83:1,1, 17;108:19;109:1; 113:17;115:2,2,4
generational (3) 50:20;54:9;55:4
generations (3) 69:13;72:11;77:5
generators (2) 105:3;109:13
geographic (2) 22:16,20
geotechnical (2) 19:15,22
geriatric (1) 43:9
Germany (1) 37:12
gestures (3) 5:12;66:20;67:2
giant (1) 74:14
gives (2) 35:25;121:19
giving (1) 37:25
goal (1) 109:11
God (1) 90:8
goes (8) 33:14,14;50:7;73:3; 77:24;90:25;107:17, 21
Good (15) 4:2,11;16:9;20:15; 24:9;55:15,20;65:4; 73:16;83:2;84:15; 91:11;94:16,16; 108:10
governing (1) 93:15
government (4) 5:2;8:14;14:14; 54:14

governor (3)
8:18;36:16;60:25
governors (1)
34:12
GPS (3)
77:18,23;78:2
grab (2)
24:21;35:13
grabbing (2)
34:18,19
grand (1)
69:18
grandpa (1)
69:22
grant (4)
29:9;30:17,21;
126:17
granted (4)
7:13;25:11;27:4;
29:11
granting (1)
39:24
great (3)
61:22;72:20;94:14
greater (4)
9:5;10:11;55:15,15
green (5)
52:11,12,13;53:25;
61:22
grid (4)
52:5;55:15;104:25;
108:18
grids (3)
53:5,18;104:24
ground (2)
47:21;84:14
ground-based (1)
20:2
group (4)
18:7,16;24:5;61:7
grow (1)
48:8
growing (2)
33:4;86:2
growth (5)
88:10,12;89:8,13,
15
guarantee (1)
89:6
guess (10)
44:4;58:11;77:17;
101:19;112:4;113:6,
7;116:4;118:12;119:2
Gutwasser (38)
55:19,20,22;56:19;
57:3,7,10,21;58:8,14,
18,20;59:2,10,14;
60:6,22;61:5;62:3,7;
63:12,23;64:6;65:8,
11,22;66:5,8,10,15,
18,24;67:1,4,15;68:3;
127:12,18
G-u-t-w-a-s-s-e-r (2)
55:22;65:12
guy (3)
56:4;104:13,14
guys (6)
35:21;37:20;77:22;
94:17;98:21;120:10

H

habitat (4)
45:13,14;46:15;
70:15
habitats (1)
51:11
hail (2)
108:1,5
hailstorm (1)
107:23
hair (1)
72:19
HALEY (5)
64:7;67:19,20;
124:19;125:3
half (7)
48:24;87:25;93:12;
94:9;98:20;104:6;
106:22
hand (9)
6:2;38:24;39:18;
68:18;86:17;90:17;
91:17;97:15;103:21
hands (7)
39:1,6,15;54:16,18,
20;57:3
hang (1)
117:17
happen (10)
27:12;35:4,4,11,24,
24;62:2;73:15;78:4;
119:13
happened (1)
123:2
happening (4)
34:22;62:19;66:6,
22
happens (1)
37:6
happy (3)
63:8;76:9;116:9
hard (2)
24:4;46:19
hardly (1)
70:4
hardship (1)
55:6
harm (1)
57:25
harmful (2)
94:1,3
Haven (1)
50:22
head (4)
5:13;88:14,16;
116:13
headed (1)
120:21
health (29)
40:8;41:3,13;42:6,
15,18,19;43:12,21;
44:10;45:22;46:17;
58:23;59:22;60:4,5;
86:25;90:6;91:7;92:6;
93:5;104:4,7,9,19;
105:5;106:9,14,18
hear (6)
5:19;26:14;38:12;
73:18;91:4;124:1
heard (7)
32:7;89:20;104:2;
105:11;111:12;117:4,
6
hearing (15)
4:12;5:25;6:10;
7:24;17:2,5;39:24;
56:6;76:9;91:2,6;
93:4;102:21;127:16;
130:7
Hearings (14)
4:25;5:1,15;10:16,
22;11:6,14;17:7;18:8;
26:18;100:6;101:17;
103:19;129:22
heart (2)
58:20,25
heat (1)
105:3
heating (1)
52:24
heavy (1)
51:10
hefty (1)
60:16
height (3)
13:12,13;48:8
held (1)
7:25
helicopters (1)
20:2
Hello (5)
4:2;21:5;38:11;
45:7;92:1
help (11)
43:21;50:8;53:8;
61:25;63:22;75:23;
78:17;79:2;80:11;
83:7;85:14
helpful (2)
40:17;43:18
helping (1)
46:9
Here's (1)
27:11
hey (2)
100:17;102:25
Hi (3)
50:15;77:15;90:18
highest (1)
41:11
high-level (1)
41:24
highlight (1)
22:8
Highway (1)
4:22
hire (2)
119:25;121:3
hives (1)
88:5
hold (3)
11:7;44:8;129:21
holding (1)
10:23
home (8)
46:16,17,19;47:12;
52:23;54:15;74:15;
84:9
homes (2)
54:9,11
Honor (23)
12:10;18:18;20:25;
25:23;28:17;29:21;
33:18;44:3;50:17;
63:4,19;68:25;75:24;
78:5;80:1;84:1;90:24;
105:10;110:6,22;
116:8;127:12;128:6
hope (6)
42:11;50:14;61:9;
80:19;117:8;127:7
horrible (1)
89:5
horse (1)
70:3
hours (2)
65:6;108:14
house (10)
83:19;84:22;86:22,
23,25;87:24;90:22;
104:16;108:1;122:18
houses (3)
17:16;43:3,5
huge (4)
49:22;70:15;89:15;
92:5
human (2)
25:8;58:23
humans (1)
58:1
hunt (1)
42:4
Huset (3)
45:6,7,8
H-u-s-e-t (1)
45:8

I

identified (6)
10:2;22:3;43:7;
62:12;100:3;112:11
identify (2)
10:19;17:8
identifying (4)
67:17;99:25;100:1,
2
illness (2)
43:10;55:21
illnesses (1)
43:8
Imagine (2)
49:20;70:6
immediately (1)
76:3
impact (26)
7:4;9:17;16:25;
18:4;21:9;25:8;40:3,
10;41:1;42:14,19,20;
58:23;61:13;69:13;
70:13;71:19,23;
74:24;82:1;98:8;99:5,
23,24;100:4;101:8
impacted (9)
41:14;56:11,22;
59:21,25;60:13;
106:5;107:4,13
impactful (4)
16:6;17:17,23;28:3
impacting (1)
70:7
impacts (20)
10:1,1;14:7,9,17;
16:13;21:12,16;
22:13,14,16;25:9,10;
40:21;69:23;80:8,9,9;
100:13,13
importance (2)
42:15,20
important (9)
5:10;11:12;14:18,
25;15:2,24;18:6;46:4;
51:14
importantly (1)
5:22
improve (2)
8:20;53:6
improvements (1)
78:15
inaccurate (1)
110:19
inaudible (1)
31:16
inches (1)
74:13
include (8)
9:22;41:1;42:17;
51:12;80:14;82:10;
115:20;121:21
included (3)
25:14;47:15;64:16
includes (3)
7:17;9:13,13
including (5)

5:15;6:18;9:25;
22:10;38:22
income (5)
46:13;88:3,6,12,12
incorporated (1)
17:25
increase (2)
53:1;85:4
incremental (1)
102:14
independent (1)
5:1
indicated (4)
10:16;11:21;12:23;
68:14
indicating (1)
5:25
individual (2)
14:13;87:4
individuals (1)
68:14
inefficiencies (1)
52:25
inefficient (1)
51:20
inexpensively (1)
53:10
inform (2)
99:22;101:18
informal (1)
39:21
information (43)
6:18;7:10;8:5;9:15,
16;10:7,8,21;11:1,4,6;
15:20;17:14;19:21;
20:14,16;21:18,25;
23:21,21;24:20;
39:11;40:6,7,25;41:6;
57:13;64:9;85:4;
100:7,8,16;101:10,16,
21,24;102:22;114:9;
125:19;126:9,10,16;
127:3
informed (2)
63:9;126:16
infrastructure (5)
19:9;65:24;71:7;
111:15,16
initial (1)
24:13
initiated (1)
15:15
initiative (1)
41:11
input (3)
7:17;10:19;43:14
inspired (1)
95:8
install (2)
19:23;20:1
instead (2)
73:24;102:10
instruct (1)
66:17
instructed (1)
67:2
instructions (1)
23:19
insurance (5)
59:20,24;60:4,5,12
integrated (1)
67:23
intent (3)
86:6;113:3,7
intentionally (1)
28:14
interact (1)
85:7
interactive (1)
20:16
interest (1)
20:18
interested (7)
14:15;18:20;22:21;
25:5;37:5;68:17;74:5
interests (1)
50:21
interfere (1)
73:6
interference (1)
78:11
interfering (1)
33:24
international (1)
34:12
interrupting (1)
44:15
interstate (1)
73:12
intervened (1)
30:2
intervention (1)
29:25
into (23)
6:24;7:23;15:9;
26:15;39:23;45:24;
47:16;49:8,15;58:24;
62:10;63:16;83:9;
98:3,17;99:6,23;
100:25,25;101:25;
108:25;111:1;129:7
intrusive (1)
51:10
invasive (1)
69:8
investigated (1)
64:1
investigations (1)
19:16
investing (1)
53:16
investment (1)
76:25
invited (1)
54:23
invoices (1)
46:8
involve (1)
19:4
involved (4)
32:2;33:16;69:19;
106:24
involving (1)
41:3
irrelevant (1)
37:5
irrigate (2)
76:12,15
irrigation (5)
75:15;79:17,20,23,
25
irritation (1)
100:18
issue (19)
6:13;8:14;9:8,20;
11:21;23:23;25:6;
28:4,4;30:11;33:10;
59:7;73:9;84:19;
85:15;94:11;111:17;
124:21;129:20
issued (7)
6:15;10:9;11:15;
23:17;25:24;30:12;
118:10
issues (11)
22:3;25:16;27:12;
31:5;43:9;57:15;
68:23;83:23,24;92:6;
124:20
items (3)
9:14;79:12;87:23

J

Jacob (8)
45:6,7,7;83:15,15;
84:10;86:1,12
J-a-c-o-b (2)
45:8;83:16
January (7)
10:5;11:16;15:22;
16:1;28:14;30:9;
99:20
Jason (68)
38:10,11,14,18,18,
21;39:2,7,16,19;
40:13,18,20;44:7,12,
20,24;45:21;59:12,
15;64:12,12,24;
65:15;67:9;68:6;
108:8,8,24;109:7,14,
25;112:19;116:25,25;
117:20,25;118:4,23;
119:4,11,17,23;120:2,
9,12,20,23;121:4,8,
20,25;122:4,10,16,21;
123:1,21,25;124:5,15;
125:2,5,15,18;126:19;
127:5,10
J-a-s-o-n (4)
38:19;64:13;108:9;
117:1
JERROLD (13)
109:22,22;110:11,
16;111:3;114:10;
115:5,13,24;116:3,10,
14,19
J-e-r-r-o-l-d (1)
109:23
job (1)
16:9
jobs (2)
53:6;112:13
Joe (1)
47:17
Joel (1)
47:14
joint (1)
10:15
joyful (1)
55:4
JUDGE (104)
4:2,24;6:9;8:8;
9:19;11:20;17:6;21:3;
24:23;26:5,9;27:6;
28:23;29:22;30:6,7;
31:7,17,21;38:6,9,13,
16,20;40:12,15,19;
44:1,16;45:5;46:23;
47:2;50:10,12;55:18;
58:6,9,16,19;62:3,24;
64:11;66:8,12,16,23;
67:1,5;68:7,9,13;
70:23;72:13,15,20;
74:3;75:2;76:1;77:9,
11;79:6;80:3;83:11;
84:3;86:13;88:15,18;
90:15;91:14;92:14,
19,21;94:20;95:4,12,
20;96:1,8,13,19,22;
97:6,11;99:16;100:6;
103:15;105:8;106:6;
109:17,19;110:8;
111:1;113:11;116:16,
21;117:17,22;118:2,
9;127:8,15,21;
128:18;129:10
judge's (1)
11:24
July (2)
30:1;126:20
juncture (1)
123:5
June (2)
123:16,20

K

Kandiyohi (1)
4:15
kayak (1)
74:21
keep (7)
55:5;70:4;86:2;
87:6;104:23,25;
107:22
keeping (2)
108:13;109:4
kicked (1)
16:16
kids (1)
69:18
KIEKE (5)
83:15,15;84:10;
86:1,12
K-i-e-k-e (1)
83:16
kilovolt (1)
9:1
Kimball (2)
4:20,22
KIMBERLY (2)
90:18,19
K-i-m-b-e-r-l-y (1)
90:19
kind (14)
23:3;28:14;30:24;
64:17;84:5,20;97:19;
103:16;108:18;
116:17;117:2;118:6;
125:5,19
kinds (1)
69:2
KLAVERKAMP (7)
72:18,21,22;77:18,
24;78:19,24
K-l-a-v-e-r-k-a-m-p (1)
72:23
knew (1)
15:3
knocked (2)
108:1,2
known (1)
9:3

L

labeled (1)
128:21
lack (1)
41:2
lacking (1)
40:25
lady (1)
93:4
laid (1)
64:19
lake (1)
51:17
land (67)
19:10;25:11;33:13,
14,16;34:18,19,20;
35:10,13,13,16;36:19,
20,25;37:22;41:17,
21;47:15,17;50:9,21,

24,25;51:1,7;54:1,3,25;55:5,7;60:14;71:18;73:23;79:18,20;80:23,24;81:6,9,21,22,22,24;82:1,20;86:3;91:8;92:3;93:8,8;94:11,12;98:5,5,21;104:18,20;105:12,21;106:17;112:16;117:13;126:11;128:24,24;129:6
landowner (16)
18:25;19:6,9;32:23;80:6;82:16;83:6;90:22;119:1,6;121:2;122:25;125:9;126:5,15,24
landowners (23)
14:13;31:25;32:1;41:14;42:16;43:22;54:2;69:14;98:6,7;103:10;106:3;121:14;122:9,15;123:19;124:22;125:12,22,24;126:6,10,25
lands (1)
37:8
Langan (42)
12:7,9;28:14;29:13;32:20;33:18;34:5,8;60:2;63:3,19;75:24;76:2,8,20;78:5,22;79:4,13;80:1,4,17;81:5;84:1,4,15;105:10,15,18;110:6,9,13;116:8,13;121:10,23;122:1,5,11;128:6,14;129:8
language (1)
19:1
large (9)
8:15;17:13;24:4;41:3;43:16;49:2;55:8;71:22;123:17
larger (1)
63:17
large-scale (1)
71:22
last (15)
17:15;20:13;21:22;46:12;54:23;55:22;57:12;58:15;62:1,8;79:9;80:22;92:23;97:17;129:14
lastly (2)
25:15;46:3
late (2)
20:10;78:20
later (4)
9:5;10:12;77:1;121:18
law (13)
4:24;6:8,14;9:19;11:22,23;14:21;17:6;29:1,5;93:14;100:6;115:9
lawmakers (1)
94:15
laws (1)
7:5
lawyer (1)
119:25
lay (1)
126:9
laying (1)
108:11
leading (1)
47:16
learned (1)
48:21
lease (2)
37:22;79:20
leased (1)
36:13
leasing (2)
36:18,20
least (8)
4:7;14:21;17:17;18:4;28:3;54:5;69:8,9
leave (2)
63:2;102:18
left (2)
54:7;56:9
legacy (2)
55:9,10
legal (6)
67:21;118:7;119:5,5,7;120:3
legally (2)
119:1;123:4
legitimate (1)
46:1
length (5)
13:14;14:20;40:6;52:20,21
lengths (1)
55:4
less (11)
16:4,6;17:23;52:23;53:1;54:8;73:22,23;77:1;80:20;87:22
letter (7)
11:1;34:14,17;120:5,6;122:17;124:14
letters (2)
34:25;120:5
letting (1)
95:5
level (1)
117:9
levels (3)
86:8,11;87:4
LEVI (24)
21:4;32:10,18;44:3,9,14,22;45:1;56:17,24;57:6,8,9,9,10,19;58:9,25;59:8;114:23;115:7,15;116:1;127:14
libraries (3)
23:14,15;56:25
library (5)
56:10,13,15,18;127:19
life (2)
77:1,3
lights (2)
109:4,11
likes (1)
42:4
limit (2)
24:12;128:9
limitations (1)
41:16
limited (2)
6:22;9:13
limits (12)
32:17;110:4,10,12,14,17;116:5,6;128:1,3,4,8
line (98)
9:2;12:22;13:7,9;14:5,20;19:2;20:3,9;28:20;32:24;33:5,25;38:25;39:5,10,14,17,20;40:10,22,23;47:10;48:23,25;49:4,11,17,18,23;50:7;51:19,20;52:4,21,24;53:5,20,21;54:15,20;55:12,23;56:23;57:17;63:7,16;69:25;70:12,16,18;71:11;72:1,25;73:1,3,19;74:9,14,17;75:12;77:25;80:16;82:11;83:18,19;85:17,19,21,25;86:4,10,21;87:7,17;88:11;89:4;94:3;97:24;99:5;100:21,23;104:5,6;106:5,9,21;107:4;108:13;110:5,12;111:5;113:18,24;114:14,25;115:2;128:4
lines (28)
13:1;41:24;43:3;45:11,12,16;46:2;51:5;55:9;58:22;59:25;70:6;71:25;73:13,25;75:17,22;80:25;85:7;86:24;87:22,24;88:7;92:5;106:15;108:19;109:2,2
list (2)
57:1;114:10
listed (1)
23:15
listen (2)
26:14;98:15
listened (1)
117:3
listening (1)
108:23
listing (1)
56:14
literally (1)
86:23
little (14)
10:9;20:11;31:18;38:4;45:23;46:7;47:23;52:5;63:20;64:9;77:5;103:25;106:7;128:23
live (7)
22:21;42:25;46:20;47:6;54:10;74:8,10
livelihood (2)
90:7;91:8
lives (4)
8:20;53:7;90:23;107:24
livestock (4)
83:17,20,22;84:11
living (3)
46:17;52:8;92:4
local (9)
14:13;51:3;53:5,19;56:10;93:14,15;94:15;127:19
located (3)
4:21;52:12;128:22
locating (1)
55:8
location (3)
10:6;56:25;128:8
locations (2)
17:20;53:15
locking (1)
36:25
logical (1)
86:3
long (4)
22:6;33:24;104:24;124:17
longitudinal (2)
41:2;43:16
long-term (2)
79:19;82:25
look (27)
22:7;26:11,24;27:22;28:1;30:15;41:12;44:6,23;45:4;57:24;59:9;68:12;69:21;70:13;81:20;83:9;85:6;93:7;98:12;99:2;100:16,16;102:22;108:12;115:12;127:7
looked (3)
58:24;62:10;67:12
looking (7)
14:8,9;57:23;69:4;89:24;101:2;123:15
looks (3)
12:23;25:19;72:20
lose (3)
108:19,19;112:12
losing (1)
36:9
loss (10)
52:19;80:23,23;81:1,12,16,16;82:4,8;83:8
lost (2)
35:17;54:15
lot (16)
14:12;45:13;46:6;73:15;74:22;87:10;89:20;91:16;92:3;104:4;107:25;108:5,25;110:23;120:10;126:25
lots (1)
71:18
loudly (1)
5:12
low (3)
92:18;107:18;117:9
lower (1)
53:25
Lyon (6)
4:16;9:3;13:20;51:22;52:17;63:15

M

ma'am (2)
79:7;96:25
machinery (1)
77:23
magnetic (1)
85:19
mail (4)
122:24;123:9;124:14;130:1
mailing (2)
26:3,24
main (1)
75:13
Maine (1)
50:22
mainly (1)
50:9
maintain (6)
13:6;15:9;19:8;33:5,25;50:24
maintaining (1)
59:25
maintenance (1)
82:15
major (1)
73:9

majority (1)
82:21
maker (1)
93:14
makers (1)
21:15
makes (3)
15:18;30:8;73:25
making (13)
6:11;9:10;18:7;
34:21,25;60:15;67:3;
78:12;82:8;85:23;
99:2;112:13;118:6
man (3)
72:9;104:13;106:25
management (1)
51:2
manager (1)
8:10
manages (1)
8:13
mandated (2)
36:16;69:5
mandatory (3)
35:22;36:3;118:7
manner (2)
7:11;94:6
many (13)
36:12;48:16;54:7;
65:19;68:23;70:2;
87:22;102:4;110:4,9,
11;111:25;125:24
map (4)
16:14;20:17;76:7;
128:19
maps (3)
16:16;93:7;98:12
March (8)
12:2,3;35:3;37:6,7;
118:16,24,25
MARILYN (14)
103:22,22;104:1,1,
3;105:14,17;106:8,
25;107:16;108:22;
109:5,12,16
M-a-r-i-l-y-n (1)
103:23
mark (1)
5:25
marked (1)
6:4
markers (1)
78:3
marsh (1)
51:16
Marshall (1)
13:21
Martin (3)
50:13,14,15
M-a-r-t-i-n (1)
50:15
MASSMANN (12)
75:8,9;76:6,17,24;
79:15;127:24,25;
128:13,16,19;129:9
M-a-s-s-m-a-n-n (1)
75:9
mathematical (1)
83:3
Matt (48)
12:7,9;21:4;32:18,
20;33:18;34:5,8;60:2;
61:13;63:3,19;75:24;
76:2,8,20;78:5,22;
79:4,13,13,14;80:1,4,
17;81:5;84:1,4,15;
93:11;105:10,15,18;
106:21;109:25;110:6,
9,13;116:8,13;121:10,
23;122:1,5,11;128:6,
14;129:8
Matter (18)
4:12;5:5;15:7,9,13;
19:16;36:4;44:21;
55:25;57:21;60:11;
62:9,10,25;102:5;
108:7;117:10;123:6
matters (2)
59:22;61:11
may (22)
5:16;9:22;18:17;
30:7;38:2,4;42:21,23,
24;54:12;64:7,10;
67:8;80:2;103:9;
123:16,20,22,23;
125:22;126:21;
127:12
maybe (11)
15:22;30:17,17,17,
18;31:18;41:18,19;
46:3;80:19;112:19
mean (21)
18:11;27:6;33:6;
39:25;59:5;80:5,5,24;
81:16;94:3;97:13;
108:4,13;112:12,24;
113:2,9,16;114:13,17;
119:3
meaning (3)
107:4;115:18;
118:23
means (3)
45:19;81:1;111:5
measure (2)
80:19,21
measures (2)
21:13;22:15
medical (1)
43:13
Medicine (1)
4:16
Meeker (6)
4:15;71:2,10,16;
93:1,12
meet (2)
61:25;64:4
meeting (19)
4:9;7:21;16:1;17:1;
24:14;27:17;56:4,6;
57:12;58:15,17;62:1,
8;63:24;64:3;78:24;
89:21;94:8;104:5
meetings (18)
10:7,15,23;11:5,14,
14;92:8;97:21,22,25;
98:15;99:1,10;117:4,
6,19;118:1;120:13
MELODY (2)
74:7,7
M-e-l-o-d-y (1)
74:8
member (2)
31:13;88:25
members (8)
6:20;20:23;40:10;
42:24;60:25;63:25;
86:14;105:20
mental (2)
42:18,19
mention (4)
24:16;61:1,18,23
mentioned (5)
23:25;40:7,24;
58:22;81:20
mentioning (1)
65:16
mess (2)
72:19;88:9
messed (1)
73:16
method (2)
51:21;83:4
methods (2)
9:25;26:10
metro (1)
53:12
mic (3)
103:25;106:7;111:2
MICHAEL (11)
75:8,9;76:6,17,24;
127:24,24;128:13,16,
19;129:9
M-i-c-h-a-e-l (1)
75:9
microphone (4)
6:6;31:20;44:18;
64:23
microwave (1)
88:1
middle (3)
49:6;70:7;124:9
might (7)
32:21;85:13;112:6,
7;123:17,21;126:21
migration (1)
51:15
migratory (1)
45:16
Mike (1)
80:24
mile (5)
13:12;104:5,6;
106:22,22
miles (4)
13:16,21;37:8;92:4
million (1)
46:13
mind (2)
87:6;105:19
minimize (1)
9:25
minimum (2)
82:5;126:14
Minneapolis (2)
89:11;115:4
Minnesota (40)
4:13,22;5:3,4;7:6,7;
8:10,12;9:3;12:21;
13:18,21;14:19;21:7;
22:25;34:13,24;
35:14;43:24;51:19,
22;52:3,16;53:11,22;
61:20,25;62:14;63:7,
17;93:9,16,21;105:2;
108:5;111:21;112:23;
117:12,25;123:22
Minnesotans (1)
8:20
minute (1)
58:6
minutes (1)
24:13
mischaracterize (1)
80:5
misled (1)
28:14
missing (1)
23:20
mission (1)
8:19
Mississippi (3)
73:1;74:11;75:1
mistaken (1)
128:15
mitigate (2)
85:9,15
mitigated (4)
25:10;78:13;80:9;
85:22
mitigation (4)
22:14;80:18,21;
85:13
mix (2)
13:25;109:2
MNenergyconnectioncom (1)
20:15
model (1)
65:21
modifications (1)
25:12
modified (2)
17:13,19
moment (1)
5:7
money (7)
37:16;65:25;66:1,
11;73:22;114:17,20
month (1)
10:10
months (3)
15:23;77:1;126:14
Monticello (1)
53:16
more (19)
9:14;11:17;12:7;
18:17,18;20:11;23:4;
33:16;39:21;41:19;
53:16;71:7;74:13;
91:22;101:8;104:4;
112:6;118:21;121:22
Morgan (1)
93:19
most (10)
5:21;21:20;28:2;
41:11;43:23;52:23;
69:7;77:19;82:2;86:2
move (3)
70:18;102:23;
118:12
moved (1)
87:15
moving (4)
89:10;92:9;100:9;
118:18
mow (1)
48:15
much (7)
11:7;35:9,10;52:13;
72:7;111:17;112:10
must (2)
9:8;47:22
myself (4)
42:3;59:3;69:3,15

N

name (28)
4:23;6:6;8:9;15:1;
21:6;24:11;31:9;
38:17;50:15;51:17;
55:22;68:20;74:7;
75:8;79:9,9,12,13;
90:18;92:1,12,23,24;
95:13;97:16,17;
104:2;116:24
named (2)
14:24,25
names (1)
6:3
narrow (1)
47:15
nation (1)
41:6
national (1)
70:18

Native (2)
51:14;55:7
natural (17)
8:18;14:10;51:6,9;
55:5;61:19,21;62:13,
18,20;65:5,14;70:15;
74:10;111:23;114:1;
115:3
nature (2)
74:24;91:9
near (3)
13:19,20;89:16
necessarily (1)
83:5
necessary (2)
112:21,22
need (75)
7:3;8:15,25;9:9,21;
12:1;15:5,5,6;17:2;
21:24;25:6;26:20;
27:13,15,16;28:7,10;
29:6,10;30:15,22;
32:21;36:16,23,24;
37:18,25;41:22;
42:13;44:17;53:8;
56:1;57:17;61:23;
62:4,5;63:1,12;65:24;
66:13;68:25;70:10;
71:5,5,7,20;78:25;
79:11;83:7;86:20;
87:5;90:3;91:15;
92:16;94:5,17;97:2,4,
7;98:15;105:6;111:4,
5,11;112:5;113:3,7,
23;114:24;116:4;
122:6;126:11,25;
127:18
needed (13)
27:18,21,24;65:5,
19;80:15;83:7;
101:12,13,14;106:20;
113:25;129:2
needlessly (1)
51:21
needs (8)
15:20;23:21;35:5,7;
60:10;66:21;72:3;
94:6
negatively (2)
59:21;60:12
negligible (2)
86:7,11
negotiate (3)
18:25;19:1;122:15
negotiated (1)
32:23
negotiation (3)
60:11;125:6;126:3
negotiations (5)
19:13;60:17;
121:13;125:13;
126:14
neighbor (1)
47:14
neighboring (1)
94:4
neighbors (1)
48:14
nest (4)
70:17;73:2,4;91:9
nesting (1)
51:12
neutral (1)
7:10
new (11)
8:25;13:24;42:23;
53:14,16;80:14;85:7;
91:23;100:18;111:15;
112:10
next (23)
11:13;12:16;15:24,
25;18:9;29:17;31:8;
35:3;38:9;40:2;45:6;
47:2;50:12;55:18;
59:16;69:16;73:3;
74:15;80:13;83:18;
85:14;87:11;117:11
night (1)
65:4
no-build (1)
114:25
no-go (1)
34:21
none (3)
28:16,17;93:8
nonmotorized (1)
74:22
nonprofit (2)
46:21;47:1
nor (1)
109:8
north (4)
22:18;26:23;50:7;
86:4
notarized (2)
95:25;96:18
notary (2)
95:18,18
notch (1)
128:23
note (2)
11:5;26:19
notice (2)
23:19;124:4
noticed (3)
58:22;60:24;62:10
notification (1)
56:5
notified (4)
117:12;124:2,11;
126:20
notify (1)
125:22
notifying (2)
124:6,6
November (8)
10:24;95:21;96:1,9,
10,19;97:8;129:25
nuclear (4)
69:7;115:8,10,22
number (8)
14:3;20:20;33:19;
49:7;64:25;123:19;
125:11;128:21
numbers (2)
125:23;128:20

O

OAH (2)
4:17;26:22
obligation (1)
44:8
obligations (1)
78:10
obtaining (1)
29:14
obviously (1)
26:13
occur (5)
20:7;33:1,20,23;
85:13
October (2)
4:19;10:10
off (8)
4:7;16:16;23:4;
32:17;67:5;87:10,12;
128:24
offer (2)
107:6,7
offering (1)
107:6
Office (4)
4:24,25;17:6;26:17
official (2)
26:3;93:15
officials (3)
50:18;54:14;94:15
Often (2)
18:20;24:6
o-i-g-t (1)
90:20
old (1)
72:9
Once (11)
14:18;16:23,23;
18:24;19:24;24:10;
29:7;30:19;34:19;
78:20;85:11
one (52)
5:11,15;15:1,17,24;
18:17;23:9,13;24:8,
15;25:2;32:6;33:3;
35:13;39:18;41:16,
19;45:10;47:9,22;
48:2;52:25;55:1;
56:17;58:3,6;63:16;
67:17,17,17,18;70:14,
19;71:21;77:22;
79:11;80:25;81:2;
84:6;89:2;91:17;
97:20;98:9;99:20;
101:12;104:7;105:12,
15,21;115:1,9;121:15
ones (3)
36:18;112:25;
114:19
one-time (7)
69:15,22;81:4,19;
82:7,9,18
online (5)
11:1;40:5;42:10;
113:6;129:25
only (21)
5:10;6:24;14:13;
29:2;36:5;37:14,15,
24;38:23;39:4;47:19;
52:1,25;53:23;63:16;
65:9;85:20;88:11;
109:9;114:13;116:4
onto (1)
23:3
open (5)
6:2;10:24;17:16;
68:16;117:21
operate (7)
13:6;15:8;19:8;
33:5;72:25;73:10,11
operation (5)
9:25;33:25;83:18,
20;86:2
operations (3)
14:10;33:22;85:1
opinion (1)
24:7
opportunity (6)
10:17;75:5;121:19;
126:2;127:16;129:17
oppose (2)
49:25;50:2
opposition (1)
92:12
opted (1)
115:14
option (4)
111:22;112:6;
113:9;114:25
options (7)
111:12;114:11,12,
15,21;115:25;116:1
Oral (1)
11:7
orange (4)
10:13;42:6;50:1,5
order (19)
28:5,5,6,6;30:11,
12;35:11;119:19,20,
21;121:18,24;122:2,8,
24;123:9,11;124:23;
125:1
original (2)
50:7;121:18
originally (2)
17:23;103:9
others (9)
24:3;45:14;52:16;
58:11;74:4;75:5;
91:19,21;115:8
otherwise (2)
22:21;66:16
out (50)
4:9;5:7;11:2;17:3;
23:8;24:19;33:16,17;
35:14,23;36:12,13,18,
20,24;37:12,21,22;
38:1,22;41:12;48:17;
56:6;60:24;63:22,24;
64:19,21;67:13;
73:12;79:21;85:21;
100:5;102:19,25;
104:16,18;108:1,3,11;
111:10;115:14;
119:20;121:18;122:6;
123:11;125:10;126:6,
9;130:4
outreach (1)
14:4
outside (5)
61:24;62:13;86:6;
106:22;107:15
outstate (1)
53:7
over (19)
6:9;8:6;12:6;17:15;
18:10;21:1;50:24;
52:19;53:2;65:17;
74:19;88:24;89:23;
91:18;93:8;97:15;
98:6;112:20;122:14
overall (4)
8:13;10:19;17:5;
64:16
overwhelmingly (1)
91:3
own (8)
14:16;22:2;45:21;
46:17;47:22;52:23;
90:22;92:3
owned (4)
35:14,15;50:23;
93:9
owner (2)
93:17,18
owners (1)
32:1
ownership (1)
19:9

P

pace (1)
70:4
pacemaker (2)
42:4;87:16
pacemakers (2)

40:8;59:5
page (2)
58:13;117:23
pages (4)
22:5,7;23:1;40:5
paid (3)
46:13;75:21;82:9
panels (1)
107:25
papers (1)
120:3
paraphrase (1)
64:14
parcel (2)
47:15;128:3
Pardon (1)
42:8
part (32)
5:2,9;16:12;17:4,7;
18:1;26:19,20;55:15;
57:18;58:23;60:16;
63:17;64:16,19;
65:21;67:13,14;
74:11;82:2;84:25;
85:23;90:24;96:13;
99:20;106:2;108:24;
111:20;112:8,12,23;
127:15
participate (3)
18:13;93:20,25
participating (2)
16:9;43:13
particular (1)
116:18
particularly (2)
25:4;50:21
parties (2)
7:22;27:7
partnership (1)
50:20
parts (4)
102:6,6,12,12
party (2)
29:25;30:2
pass (1)
93:23
passed (2)
30:1;83:1
past (2)
97:22,25
patterns (1)
45:17
Paul (11)
47:3,4,4,5,24;48:5;
49:2,25;50:4;51:25;
115:4
P-a-u-l (1)
47:5
pay (6)
54:2;61:9;75:16,23;
76:18;78:3
payment (10)
69:15,22;70:11;
81:4,19;82:7,9,13,17,
18
peaceful (1)
49:13
Pelzer (1)
47:14
people (32)
11:9;21:23;24:6,7;
26:16;30:12;31:15;
32:3;39:1,6,15;48:17;
53:24;54:4;60:13;
61:2;71:20;74:21,25;
90:2;91:3;100:11;
104:20;105:5;106:11,
13;110:24;111:25;
112:1,1,12,17
per (1)
13:12
percent (6)
36:6,7;37:24,25;
52:19;92:12
perhaps (8)
5:21;16:15;32:20;
43:4,5;56:14;63:12;
95:7
period (13)
10:24;11:18,23;
23:18,22;96:9;97:7;
101:18;118:21,25;
119:21;121:5;129:24
periods (1)
98:23
Permit (43)
4:13;6:13,15;7:3,
13,20;8:25;9:9,21;
12:1;21:24;23:16;
25:6,11,24;27:25;
28:4,7,10;29:4,10;
30:10;55:24;62:6;
63:1,15;64:2;69:12;
78:8;79:1;94:11;97:7;
121:1;122:6,7,8,8;
124:4,12,20,21,23,24
permits (5)
8:15;61:19;62:12;
64:2;94:10
permitted (7)
64:20,21;100:22;
101:3;103:1,2,9
perpetual (1)
51:9
person (4)
5:11;30:22;55:1;
126:7
personal (3)
45:22;79:24,25
personally (1)
40:9
persons (6)
6:3;41:10;43:8,9;
83:13;124:6
perspective (2)
71:13;113:4
perturbed (1)
46:7
Peter (1)
51:24
phone (5)
20:20;119:25;
122:17;125:11;126:7
pick (1)
44:19
picked (1)
15:10
picking (2)
12:17;20:6
picture (2)
12:24;24:18
pictures (1)
24:17
piece (1)
20:13
pieces (1)
18:23
Pierskalla (57)
38:10,11,14,18,19,
21;39:2,7,16,19;
40:13,15,18,20;44:7,
12,16,20,24;58:4;
59:12;116:25;117:1,
20,25;118:4,23;119:4,
11,17,23;120:2,9,12,
20,23;121:4,8,20,25;
122:4,10,16,21;123:1,
21,25;124:5,15;125:2,
5,15,18;126:19;127:5,
10,10
P-i-e-r-s-k-a-l-l-a (2)
38:19;117:1
pink (3)
16:17;45:11;74:9
pivot (4)
75:19;98:5,10;
100:18
pivots (6)
73:5;75:18;79:17;
97:23,23;100:2
place (3)
19:25;98:6;111:19
placed (4)
41:24;49:5;76:14,
15
placement (1)
80:7
Pladson (14)
47:3,4,5,5,8,24;
48:4,5,20;49:2,18,25;
50:2,4
P-l-a-d-s-o-n (1)
47:6
plan (7)
51:3;64:17,20;
67:10;89:19;108:25;
112:24
planning (5)
64:21;67:23;109:9;
112:12,25
plans (4)
64:25;65:17;
108:11,16
plant (6)
13:19;36:3;64:16;
73:20;111:8;115:10
planted (2)
47:25;48:2
planting (1)
47:25
plants (6)
51:14;61:24;62:11,
13;63:11;66:1
play (2)
16:22;109:3
Please (26)
23:19;24:3,7,11,12;
39:9;50:8;53:9;55:3;
68:17,19;74:6;80:3;
84:3;91:5,25;94:23;
95:12,16;96:7;
103:25;110:22;111:1;
121:9,14;123:7
pleased (1)
47:9
Plus (2)
22:6;57:14
pm (8)
4:20;95:2,3,21;
96:10;97:8;129:24;
130:7
PO (1)
26:25
pockets (1)
90:11
point (21)
5:7;24:19;28:22;
29:19;37:18;41:20;
60:8,24;61:15;63:24;
72:2;93:3;97:20;
113:10;117:7;118:3;
122:6,13;124:16,17;
126:21
points (7)
13:17,17;14:6,23;
17:12;18:4;110:14
pole (4)
128:20,21,22;129:4
poles (2)
75:20;76:14
Policy (2)
31:12,23
ponder (1)
42:25
population (1)
41:13
populations (1)
43:7
portion (1)
49:3
portions (1)
8:4
position (3)
55:25;94:16;129:4
possible (6)
6:20;14:8,17;61:15;
73:8;80:7
possibly (4)
35:3;37:9;77:2,7
post (1)
116:17
Postal (1)
130:1
posted (1)
46:12
postmarked (1)
95:17
potential (8)
19:5;21:12,12,15;
22:13,14,16;88:10
potentially (2)
62:22;126:19
POWELL (14)
109:22,22;110:11,
16;111:3;114:10;
115:5,13,24;116:3,10,
14,19;128:1
P-o-w-e-l-l (1)
109:23
Power (49)
24:18;41:24;46:9,9;
48:23,23;49:18,23;
51:24;52:17,19,19;
53:4,10,14,17,19,25;
69:7,25;70:6,12,16;
71:7,11;73:19;75:17,
22;77:25;80:16,25;
85:19;87:17,22;92:5;
104:24,25;106:20;
107:4,12,22;110:4,12;
111:5,6,8,20;112:2;
114:14
practically (1)
53:20
practices (1)
54:4
Prairie (1)
50:22
predatory (1)
54:3
pre-existing (1)
42:19
preference (1)
15:3
preferred (6)
17:9,11;18:2,11,15;
40:23
preferring (2)
18:2;102:8
prefiled (1)
8:2
pregnancies (1)
42:23
pregnant (2)
42:23;43:8

prepare (2)
6:13;21:21
prepared (2)
21:9,22
preparing (1)
99:24
presence (1)
49:21
present (1)
5:8
presentation (5)
9:6;10:12;16:16;
21:1;24:19
presentations (2)
12:20;24:24
presented (3)
7:10;10:21;30:16
preservation (1)
51:1
preside (1)
6:9
President (1)
34:14
presume (1)
39:23
pretty (3)
20:17;84:11;98:8
prevalent (1)
53:23
previous (1)
40:22
prey (1)
54:4
price (1)
107:18
primarily (2)
13:25;84:8
primary (1)
72:1
principal (2)
81:6,9
Printed (1)
23:11
prior (1)
64:3
pristine (1)
51:6
private (7)
31:14,25;33:12;
93:7,18;94:4;107:11
probably (8)
47:9;69:7;73:22;
80:18;87:25;122:20;
123:16;124:13
problem (5)
36:14;66:24;71:12;
72:1;105:5
problems (7)
85:13;104:4,8,9;
105:6;106:10,14
Proceed (1)
64:11
proceedings (1)
68:2
process (35)
8:13;10:2,14;11:13;
16:9;17:5;18:9,14,21,
21;19:6,12;20:12;
29:7,12;30:21;43:14;
67:11,23,24,24;73:25;
84:24;85:24;90:24;
98:14;99:18,21;
102:21,21;103:4;
107:8;108:11;113:9;
115:18
processes (1)
109:9
procured (1)
29:16
produced (2)
52:13,14
production (2)
33:17;81:16
productivity (1)
91:10
profit (1)
60:16
program (1)
36:10
Project (84)
4:14;9:4,5,7,9;
10:18,20;12:5,8,13;
13:9,14,17,23;14:5,6,
15,23;16:8;17:12;
18:4;20:14,19,21,23;
21:10,13,16,18,19;
22:10,12;23:17;25:7,
9;26:1;27:5,16;34:11,
12,16;35:20,23;36:1,
21;37:4;39:25;40:11,
21;42:16;52:22;53:1;
62:22;63:8,18;66:2;
67:13,17;68:25;
75:17;78:11;79:19;
84:7;85:2,11,23;
88:23;89:15;90:13,
25;91:6,12;92:13;
93:20;96:17;99:12;
102:4;110:14;111:18;
115:17;117:5;118:13,
18;123:17
projected (1)
64:4
project-related (1)
25:16
projects (2)
63:2;102:4
pronounce (2)
31:9;92:22
proof (1)
101:12
proper (3)
9:24;84:25;111:19
properties (3)
72:25;106:4,4
property (45)
19:2;28:20;31:14,
25;33:13;34:25;
36:13,13;37:1;40:1;
41:18,19,25;45:10;
46:18;49:20,24;50:6,
7;54:7,24;76:4,10;
79:23,25;82:25;
86:23;88:4;90:22;
93:8,17,18;94:4,13;
104:18;106:20,23;
107:5,12,13,18,19;
110:17,25;119:8
proposal (4)
15:16;16:13;69:10;
75:20
propose (5)
14:3,20,21;15:6,6
proposed (26)
10:18;12:8,15;
14:23;16:5;17:18,22,
23;18:11;22:9;25:7;
48:22;49:5;51:5;
53:19;65:18;75:12;
86:4,21;97:24;
100:11,12;101:24;
103:9;113:15;114:13
proposing (6)
12:13,15;17:24;
65:20;69:14;102:8
prospective (1)
49:20
protect (3)
43:21;89:19;90:7
protecting (2)
31:14,25
protector (1)
43:15
prove (1)
101:13
proven (1)
113:24
provide (19)
9:4;10:11,17,18,20,
25;11:9;12:7,12,14,
16;17:2;23:17;45:3;
52:19;64:9;102:24,
25;120:8
provided (5)
9:18;15:19;22:1;
26:21;56:24
provides (3)
11:4;19:7;52:4
providing (3)
17:3;43:13;51:22
prune (2)
48:16,16
public (49)
4:12;5:3,15,22;
6:10,19,20;7:24;8:3,
10,12,16;9:8,15;10:6,
15;14:3;16:2;17:5,16,
22;18:8,20;22:25;
23:14,22,24;24:25;
27:9;28:15;31:14;
42:10;43:12,23;
50:17;54:23;55:1;
56:13;98:15,21,23;
99:9,18;117:12,21,24;
118:1;129:19,22
public/private (1)
59:18
publication (1)
44:13
published (2)
122:1,2
PUC (6)
4:18;7:25;8:1;23:3;
48:22;93:22
pulled (1)
67:13
purchase (1)
94:12
purchased (2)
47:13,17
purple (9)
14:24;16:5;39:5,17;
45:12;55:23;56:23;
102:10,12
purpose (4)
7:9;13:22,22;21:11
pursue (1)
28:9
put (16)
26:15;32:15;49:7;
73:21;75:14,18;
79:20;87:25;95:16,
23;100:24,25;113:4,5,
6;116:11
putting (4)
60:1;65:2;73:18;
112:22

Q

quarter (1)
106:22
question/point (1)
61:12
quick (3)
24:2;45:9;117:18
quickly (4)
4:6;18:22,22;73:15
quite (1)
103:8

R

radar (1)
73:10
radiation (5)
21:13;45:19;46:1;
57:16;104:10
radiologic (1)
45:18
raise (5)
6:2;39:1,6,15;68:18
raised (3)
39:18;52:7;87:14
raising (1)
38:24
rapidly (1)
87:12
rates (2)
8:22;62:18
rather (2)
115:2,3
re (1)
113:8
reach (5)
36:24;38:1;125:10,
12,16
reaction (2)
49:20,24
read (6)
22:19;26:13;42:11,
11;103:17,19
ready (1)
27:1
real (2)
45:25;72:6
realistic (1)
94:6
reality (1)
102:1
really (12)
18:6;26:14;29:2;
37:5;73:15,20;77:3;
85:18;101:22,23;
117:9;127:7
reaping (1)
54:1
reason (2)
91:11;115:14
reasonable (2)
8:22;24:6
reasoning (1)
93:24
reasons (3)
115:22;120:8,10
recall (1)
58:10
receive (3)
11:10;56:5;78:9
received (8)
7:23,25;9:15;11:8,
18;39:11;46:7;127:13
recently (2)
52:7;75:13
Recess (1)
95:2
recommendation (6)
7:12,16;29:2;
118:11,12,15
recommendations (3)
6:14;11:22;101:1
recommended (1)
115:19
recommends (1)
118:17

reconsider (1)
30:14
reconsideration (6)
30:13,16,20;
120:17;122:3;123:15
reconsidered (2)
119:22;120:7
record (33)
5:8,9;6:10,23,24;
7:17,24;9:12,24;
26:12,15,19,20;28:1,
1,18;39:23;44:19;
54:17;55:24;57:22;
58:15;60:23;62:9;
63:23;66:5,21;67:6;
92:24;96:14;102:9;
113:21;116:24
recorded (1)
89:18
recording (1)
67:3
redistribute (1)
112:3
reduce (5)
14:7,9,16;16:13;
61:13
reducing (1)
80:8
reduction (1)
87:8
Redwood (1)
4:16
re-evaluated (5)
111:19;112:5;
113:3,4,8
referred (2)
67:22;121:21
referring (3)
32:10;58:7;117:23
reflect (1)
9:23
regarding (1)
25:25
regardless (1)
118:15
region (3)
22:16,21;23:14
register (1)
6:4
regular (1)
51:10
regulates (1)
8:18
reimbursed (1)
78:19
reiterate (1)
103:17
rejecting (1)
55:11
rejection (1)
95:24
related (3)
42:6;92:6;105:12
relevant (4)
6:18;9:11;42:13;
62:23
reliability (5)
52:5;105:16;
108:12,12;109:10
reliable (2)
8:21;53:18
relinquish (1)
32:15
relinquishing (1)
36:7
relying (1)
26:11
Remember (2)
54:10;57:19
remind (2)
4:6;129:23
reminder (1)
24:2
renewable (1)
13:24
rent (2)
79:18;80:24
rented (1)
98:5
Renville (1)
4:16
repeat (2)
68:24;116:23
repetition (1)
43:17
replace (1)
13:23
report (12)
6:13,15;7:2,8,9,16;
9:18;11:24;57:13,25;
96:14;118:9
reporter (5)
5:7;24:9,12;103:24;
104:2
repower (4)
111:8,9,14,22
representative (2)
50:19;64:8
representatives (2)
50:19;54:13
represented (1)
16:17
request (5)
6:12;7:12;30:6;
42:1;57:23
requested (4)
16:2;61:19,24;
62:12
requesting (1)
19:17
requests (1)
57:23
require (1)
106:23
required (7)
13:5;14:21;59:20;
60:11;79:1;98:24;
124:21
requirement (1)
124:24
requirements (2)
25:13;78:10
reroute (2)
46:9;99:4
rerouting (1)
51:8
research (8)
41:8;43:1,14,15;
61:20;62:17;64:25;
106:10
residences (1)
14:11
resident (2)
92:4;93:2
residents (4)
41:4;42:18,22;
43:10
residents' (1)
42:21
resource (5)
64:17,20;65:17,21;
67:10
resources (1)
14:10
respect (1)
24:3
respond (6)
11:17;23:25;65:10;
67:8;105:9,11
responding (1)
125:4
response (3)
11:19;111:16;
116:17
responsibility (1)
41:12
responsible (1)
78:12
responsive (1)
64:10
rest (2)
20:7;35:15
restate (1)
105:25
restoration (1)
20:4
restrictions (1)
33:1
retains (1)
19:9
retired (1)
52:7
retiring (1)
13:23
retrofitted (2)
62:17;65:14
revenue (6)
80:23;81:2,2,2,12;
82:9
reverify (2)
128:9,12
review (14)
6:22;8:13;10:4;
15:16,18,21,21;22:23;
23:12;27:25;40:3,5;
58:11;114:11
reviewed (1)
111:4
reviews (1)
9:12
revise (1)
23:23
rid (2)
75:17,21
right (91)
4:5,11;6:8;12:24;
19:20;24:23;26:10;
29:18;32:13;34:4,10,
15;35:2,8;38:6,7,9;
45:5;47:2;48:24;49:5;
50:10,12;55:18;
64:11;65:23;67:12;
68:7,13;69:25;70:4,
16,23;71:17;72:5,13,
15;73:1,2,3;74:3,4,15;
75:2,19;76:13;77:11;
79:6;80:24;83:12,18;
86:13;88:2,15,18,24;
89:1,11;90:15;91:14,
25;92:9,14,21;94:20;
95:4;97:15;98:25;
103:5,11,20;109:17;
111:9,22;112:1,14;
114:13,16;115:9;
116:3,14,21,23;
121:10;122:4;123:23;
125:11,25;127:8;
129:10,14
right-of-way (8)
13:5;19:4,10;32:11,
22;33:8,21;110:13
rights (14)
31:14,25;33:13,23;
34:25;35:25;37:2;
60:10;81:9;105:12,
21;106:17,20,23
River (6)
73:2,3,5,8;74:11;
75:1
riverbank (1)
74:13
road (6)
30:3;33:15;47:6,13,
16,23
robbing (1)
51:24
Robert (4)
26:23;72:18,21,22
R-o-b-e-r-t (1)
72:22
Rogers (24)
39:11;81:8,8,15,18,
25;83:2;88:14;
105:24,25;106:16;
107:3;108:6;122:19,
23;123:8,24;124:3,
10;125:4,7,17,21;
126:23
R-o-g-e-r-s (1)
81:9
role (6)
5:8,19;6:17;29:2,7,
8
Ron (12)
31:8,10,11,19,22;
32:12;33:9;34:1,6,10;
38:7;46:25
room (12)
23:13;36:12;37:19;
54:19;56:9;59:4;
60:13;71:20;72:1,2;
75:6;91:3
roundabout (1)
114:7
Route (85)
4:13;6:12,15;7:2,
13,20;8:15,25;9:9,21;
12:1;13:15,15;14:24,
24;15:1,1,2,4;16:3,11,
18,21;17:9,11,13,17,
20,21,24,25;18:1,2,3,
5,11,15,19,24;19:19;
21:24;25:6,10,11;
27:22,25;28:3,4,7;
29:4,10;30:10;43:20;
48:23,23;50:2,4,5;
55:24;59:21;62:6;
63:1;69:12;70:9;
76:23;78:8;79:1;
84:25;90:2;97:7;
101:2,2,15;102:6,11,
11,11,12;122:7,7;
124:20,21,22,23;
128:8
routed (2)
40:1;47:10
routes (23)
12:15;14:3,9,16,22,
22,23;15:6,6,10,15;
16:3,5,6,17;17:17,22;
80:14;93:7;99:25;
103:8;110:15;113:16
row (1)
75:22
rows (1)
10:13
ruin (2)
49:7,12
ruined (2)
77:2,7
Rule (3)
7:7;9:11;66:20
rules (3)
7:5,5;68:1
ruling (1)

30:23
run (2)
35:5;93:7
running (4)
48:25;49:4,11,23
runs (1)
86:21
rural (10)
48:18;49:13;51:22;52:3,6,16;53:7,22;54:2;55:14
rush (3)
125:14;126:4;127:1
rusting (1)
55:8

S

sacrifice (3)
46:15,17,18
sacrificing (1)
46:20
safe (6)
8:21;9:24;47:8;57:17;83:21;109:10
safely (1)
33:5
safety (3)
40:7;43:21;57:15
sake (1)
55:24
saleable (2)
48:8;49:9
Sales (1)
48:10
same (13)
10:6;11:7;27:17,17;39:4,16;57:1;86:8;93:17;97:8;102:15;104:14;117:23
sample (2)
41:3;43:17
satellite (1)
73:11
save (2)
50:8;114:20
saw (3)
24:16;85:13;91:17
saying (10)
33:17;86:24;90:6;91:5;109:14;112:14;113:25;114:7;120:5,6
scanning (1)
75:6
scenario (2)
120:24;126:20
scenic (1)
74:11
schedule (2)
10:4;20:5
scheduled (2)
11:16;12:1
SCHMITT (5)
71:1,2;92:25,25;98:19
S-c-h-m-i-t-t (1)
71:3
School's (1)
4:21
science (1)
45:24
scope (5)
10:8;16:12,23;62:5;99:22
scoped (2)
115:16,16
scoping (12)
16:1,9;17:22;21:25;22:3;58:17;62:1;63:24;64:3;115:16,18,20
SCOTT (30)
8:8,9;12:10,18;23:25;27:8,8;29:21,23,23;68:11;96:4;99:17,17;102:3;103:7,13;113:13;119:2,9,13,19;120:1,4,11,15,22,25;121:6,16
screen (2)
16:14;26:10
screening (1)
85:1
seasonal (1)
51:15
seat (2)
4:4,5
second (3)
27:3;30:8;105:15
Secondly (2)
45:18;69:11
secret (1)
8:5
Section (1)
74:9
sections (1)
22:8
secure (1)
32:22
seedlings (1)
47:25
seeing (2)
99:5;101:22
seek (1)
29:17
seem (1)
41:9
seems (5)
60:10,16;92:8;99:11;114:13
segment (4)
16:11,18;100:21,22
segments (3)
16:3;19:19;123:18
selected (2)
25:12;76:23
selling (3)
35:23;37:21,22
send (5)
26:16,17,22;122:6;124:22
sense (4)
52:22;65:7;73:25;108:21
sensitive (4)
50:25;123:4;125:19;126:11
sensitivity (1)
87:5
separate (6)
7:21;67:10,14,23,24;82:13
served (1)
42:5
service (3)
85:21;105:16;130:1
services (4)
8:19,21;20:10;88:4
serving (1)
119:6
session (1)
54:23
set (4)
7:4;67:24;99:12;112:11
Seth (1)
78:7
setting (2)
48:18;49:13
several (7)
22:23;56:1;72:24;77:19;97:20,21;98:11
Shakes (2)
88:14;116:13
shaking (1)
5:13
shallow (1)
51:16
shameful (1)
28:15
shape (2)
48:16,16
share (5)
25:17;93:17;99:10;108:11;130:5
shared (4)
62:1,8;64:3;129:21
sharing (1)
129:18
sheet (1)
6:4
sheets (4)
6:1;25:19;68:10,16
Sherburne (2)
4:14;9:2
Sherco (8)
13:18,19;56:11;62:15,17;65:14;66:3;114:1
shook (1)
88:15
shore (2)
66:2;67:18
short (2)
94:25;95:5
shortfall (5)
61:25;62:13;63:14,21;64:4
shortfalls (1)
108:20
show (9)
24:3;54:16,17,19;57:3;63:24;66:6,21;127:13
showed (1)
40:14
showing (1)
100:10
shows (2)
10:3;43:15
shutting (1)
34:20
side (9)
12:24;13:3,8;32:24;33:3;41:19;66:19;86:10,23
sign (1)
60:9
signed (2)
39:13;95:18
significant (1)
39:3
significantly (1)
49:19
sign-in (3)
6:1;25:19;68:10
signing (1)
28:21
silence (1)
4:8
silly (1)
112:13
similar (1)
12:23
simply (3)
67:16;120:4,6
sincerely (1)
63:4
single (1)
70:11
sit (2)
70:7;76:3
site (2)
20:4;53:15
sites (1)
41:2
sitting (3)
70:17;80:24;98:22
situation (2)
31:15;35:1
situations (1)
32:3
six (3)
17:20;41:18;48:8
size (4)
9:7;41:3;49:10;115:1
sizes (1)
43:17
slide (6)
10:3;11:3;12:25;24:17,18;26:21
slides (2)
18:18;24:20
slight (1)
37:2
sliver (1)
38:4
small (5)
74:17;75:11;77:3;89:9;90:22
Society (1)
45:14
soft (1)
47:22
SOL (1)
107:2
solar (22)
35:8,9,18,19;36:1,2,13,21;37:14,23;38:4;61:18;65:1,3,4;71:21;72:6;104:22;105:2;107:22,25;108:2
solar-generated (1)
14:1
sold (2)
36:12;128:24
solves (1)
53:20
somebody (3)
102:20;119:25;125:10
somebody's (1)
112:12
someone (2)
56:8,15
sometime (4)
12:2;123:16,20,22
sometimes (1)
123:2
sons-in-law (1)
69:18
soon (1)
91:15
Sorry (16)
13:22;18:22;19:12;31:17;44:17;55:21;60:2;63:20;64:24;65:13;67:19;72:18;74:6;99:18;101:4;106:6
sort (2)
12:16;59:24
sound (2)

53:17;60:7
Sounds (2)
84:15;116:16
source (1)
129:2
sources (3)
13:24;45:13;52:11
south (5)
13:21;22:17;56:11;
70:16;124:7
southeast (1)
56:12
southern (2)
13:19;123:22
southwest (2)
111:20;112:23
southwestern (1)
53:11
span (1)
13:10
speak (20)
5:11,24;6:5;24:4,7;
30:5;38:15;75:6;76:9;
77:13;78:23;86:15;
91:17;106:6;109:7,8,
9;111:1;126:6;129:19
speaker (5)
24:8;60:20;62:23;
64:6,22
speakers (6)
5:11;24:10;77:12;
88:19;91:16,23
speaks (1)
28:5
special (2)
9:22;10:1
specific (10)
19:2;20:14,20;58:7;
76:4,10;81:7;84:5;
87:3;100:1
Specifically (3)
43:7;97:23;98:1
spell (5)
6:6;24:11;38:17;
68:20;95:13
spend (1)
65:25
spent (2)
49:9;66:1
spoke (2)
45:21;54:22
spring (1)
108:15
spring-fed (1)
51:9
springs (1)
51:9
spruce (2)
48:1,1
St (13)
38:3;47:7;51:24,25;
89:10;110:17,18;
115:4;116:5;128:2,9,
24;129:6
staff (1)
5:21
stage (1)
76:21
stakeholders (1)
14:15
stamp (2)
96:6,6
stamped (1)
95:18
stand (1)
92:11
standing (15)
16:16;64:9,12,12,
24;65:15;67:9,22;
68:6;88:24;108:8,8,
24;109:7,14
S-t-a-n-d-i-n-g (2)
64:13;108:9
standpoint (1)
87:21
start (13)
17:3;38:22;42:8;
69:11;84:21;105:21;
122:15;123:17,19,22,
23;124:7,8
started (1)
4:4
starting (2)
123:18;124:13
state (44)
5:2;6:6;14:14,19;
15:18,20,21;16:11,19,
24;24:11;31:13,24;
32:15;34:13,22,23;
35:5,5,12,15,23;
36:16;37:15;38:2,5,
17;44:4;51:4;54:13;
61:8;67:25;68:20;
90:10;92:23;93:9,15,
21,23;95:12;111:25;
115:9;116:24;117:4
stated (2)
61:12;79:16
statement (19)
7:4;9:17;16:25;
21:10;25:8;40:2,4;
41:1;42:10,14;87:3;
99:23,24;100:4;
101:8;110:20,23;
111:10;125:8
statements (2)
95:1;113:5
States (1)
93:16
State's (1)
15:16
station (1)
112:10
statute (6)
7:5,6;9:12;67:25;
107:9,11
statutes (1)
68:1
stay (3)
43:4;65:9;73:7
Stearns (4)
4:14;50:21;53:23;
75:16
steel (2)
13:2;19:25
steer (1)
73:14
STELTEN (12)
88:20,20;90:5;
95:10,14,14,23;96:2,
5,12,16,20
S-t-e-l-t-e-n (1)
88:21
step (8)
4:9;15:24,25;86:3;
87:7;117:11,18;
121:15
steps (6)
11:13;12:16;15:17;
29:17;85:14;118:8
STEVE (4)
71:1,1;92:25,25
S-t-e-v-e (1)
71:2
stewardship (1)
51:3
sticking (1)
50:6
still (10)
19:19;30:6;48:14,
17;65:5;82:2,22;
96:18;102:19;116:24
stock (1)
89:25
stop (5)
34:14;36:11;90:3,
10,12
stopped (1)
36:20
stops (1)
37:5
stories (1)
55:4
STORKNA (4)
86:18,18;87:13;
88:2
S-t-o-r-k-n-a (1)
86:19
storm (1)
46:5
stray (7)
49:16;83:23;84:7,8,
24;85:2,20
Street (2)
26:23,24
strip (1)
47:15
stripping (1)
55:7
structure (2)
13:2;74:18
structures (4)
13:10,12,13;19:25
struggled (1)
55:5
strung (1)
13:3
stuck (1)
78:21
studied (2)
104:8;106:13
studies (5)
41:6;43:16,17;
57:25;114:24
study (5)
44:5;108:11,25;
115:8,11
studying (2)
42:15;106:12
stuff (7)
70:5;73:14,23;
104:10;106:10;
112:14;114:19
subject (2)
17:1;108:7
submit (3)
11:2;59:18;129:25
submitted (5)
15:14;17:10;26:10;
57:2;96:11
submitting (1)
15:14
subsequent (1)
23:25
subsidies (1)
54:1
subsidized (1)
37:14
substation (1)
13:18
sudden (2)
112:21,25
suffer (2)
53:24;113:1
suffers (1)
53:22
sufficiently (1)
68:4
suggested (1)
115:17
sum (1)
124:15
summarize (2)
7:9;117:3
summary (1)
58:2
summer (5)
20:9;21:21;104:24;
105:1,5
summertime (1)
108:15
supply (2)
46:9;111:22
support (1)
43:19
supporting (1)
53:21
suppose (2)
56:12;80:20
supposed (3)
105:3;128:4,22
supposedly (1)
104:6
supraventricular (1)
59:3
surcharges (1)
46:8
sure (24)
15:18;18:7;27:3;
33:6;34:25;40:18;
66:10;67:9;69:4;75:6;
78:12;80:15;85:12,
24;101:1;105:24;
106:16;108:17;109:3;
110:21;112:6;117:23;
126:15;127:2
surely (1)
23:9
surrebuttal (1)
128:7
surrounding (1)
52:18
survey (5)
19:18,22;39:21;
40:14,22
surveys (1)
19:15
sustainable (1)
8:21
Suzanne (1)
4:23
swans (1)
51:12
system (7)
8:4;71:15,22;73:11,
16;79:20,24
systems (5)
52:24;71:22;75:15;
79:17,25

T

table (4)
23:7;24:19;66:21,
22
tachycardia (1)
59:4
talk (16)
5:11;11:16;18:19;
22:15;32:7;34:1;44:9;
56:7;71:5;76:21,22;
84:7,22;119:24;
121:13;123:19
talked (9)
57:16;77:4,21;

85:16;88:23;112:20; 120:13;123:11;128:1
talking (9) 45:2;61:18;62:21; 69:11;71:21;76:5; 77:18;84:9;113:14
talks (2) 98:19;114:24
tall (1) 33:4
TAMILEE (5) 97:16,17;101:19; 103:5,11
T-a-m-i-l-e-e (1) 97:17
tax (2) 37:17;53:25
taxpayer (3) 65:23;66:1,11
taxpayers (1) 28:16
team (5) 20:22,23;21:22; 105:19;122:6
technologist (1) 45:19
technology (1) 70:2
telephone (1) 8:19
telling (4) 90:12;99:3;102:1, 10
tells (1) 77:24
ten (9) 15:23,23;47:13,20; 48:7;111:13;112:18, 20;121:22
tenant (1) 82:17
term (2) 63:20;83:5
terming (1) 17:12
terms (3) 19:11,12;29:8
testimony (9) 7:23;8:2;9:17;17:2, 4,8,11;102:5;128:7
testing (1) 85:12
Texas (6) 46:5;104:25; 107:21;108:2;109:6,8
thanks (4) 12:10;60:2;79:4; 130:3
Therefore (1) 5:10
thinking (2) 77:6;78:19
third (3) 28:19;69:17;87:11
though (5) 97:2;104:10,17,19; 107:1
thought (5) 35:17;96:2,5; 115:19;117:8
thoughtful (1) 51:2
thoughts (1) 99:11
thousand (2) 48:2;88:6
thousands (1) 112:1
threatened (1) 129:1
three (5) 25:25;45:9;77:5; 98:6,7
throughout (6) 16:8;20:7;23:14; 34:22;37:11,11
throws (1) 73:12
thus (1) 63:14
ties (2) 63:16;97:3
tillable (1) 47:14
timeframe (3) 123:15,16,20
timeline (3) 72:7;118:21;125:6
times (3) 9:22;87:8;98:12
timing (2) 123:13;126:4
Today (11) 4:19;5:16,18;15:13; 56:6,13;69:13,23; 70:2;72:1;88:12
TODNEM (99) 4:2,23;8:9;11:20; 21:3;24:23;26:5,9; 27:6;28:23;29:22; 30:6;31:7,17,21;38:6, 9,13,16,20;40:12,15, 19;44:1,16;45:5; 46:23;47:2;50:10,12; 55:18;58:6,9,16,19; 62:3,24;64:11;66:8, 12,16,23;67:1,5;68:7, 9,13;70:23;72:13,15, 20;74:3;75:2;76:1; 77:9,11;79:6;80:3; 83:11;84:3;86:13; 88:15,18;90:15; 91:14;92:14,19,21; 94:20;95:4,12,20; 96:1,8,13,19,22;97:6, 11;99:16;103:15; 105:8;106:6;109:17, 19;110:8;111:1; 113:11;116:16,21; 117:17,22;118:2,9; 127:8,15,21;128:18; 129:10
together (3) 80:11;90:1;109:3
told (9) 29:24;56:3;62:11; 66:18,19;77:22;96:8; 111:9;112:9
toll-free (1) 20:20
tonight (16) 4:9;8:23;12:11,20; 23:12;24:3;26:1,13; 39:22;47:9;48:20; 56:4;61:17;79:1; 101:17;120:14
tonight's (1) 17:1
took (3) 14:12;21:20;24:17
top (2) 19:25;129:5
topics (1) 42:13
topography (1) 86:3
total (2) 33:2;75:16
totally (3) 55:12;73:12,16
tour (1) 54:24
towards (2) 117:8;118:6
tower (13) 32:14,15;33:12,13, 14;34:4;37:8;49:5,7, 22;74:19;78:21;82:23
towers (2) 36:15;55:8
town (10) 89:1,3,3,6,7,9,12, 17;125:10;128:23
township (4) 93:1,18,19,19
Townships (1) 50:22
track (3) 31:1,2,5
tracks (1) 36:22
tractor (1) 47:20
tractors (3) 70:2,5;77:19
trade (1) 8:5
traditional (2) 52:11;53:14
transcript (1) 5:14
transfer (1) 52:2
transferred (1) 53:11
transferring (1) 51:21
transmission (26) 9:2;12:22;13:1,7; 14:5;37:8;45:16; 47:10;51:5;52:4; 53:20,21;54:15;55:9, 12;63:7;71:25,25; 74:14;85:7,21; 108:13;109:2;113:18; 114:25;115:3
tree (7) 47:18;48:18;49:1,6, 13;50:9;74:12
trees (14) 33:4;47:25;48:1,3, 8,9,13,15,17;49:3,8, 17;50:8;74:19
tried (1) 58:4
trouble (2) 77:25;78:2
truck (1) 47:20
true (3) 18:8;54:8;103:14
Trumpeter (1) 51:12
try (7) 31:9;40:16;64:14; 83:6;99:4;110:1; 118:8
trying (6) 24:16;34:14;64:15; 99:9;114:20;120:15
Tuesday (1) 61:9
tumors (1) 43:2
turn (9) 4:7;6:5;8:6;12:6; 21:1;25:18;88:1;98:1; 122:14
turned (1) 98:11
tweaks (1) 17:24
Twin (5) 51:23;52:8,14; 53:12;112:3
two (26) 14:21,22,23;15:1,6, 10,15;20:11;24:10; 41:17;45:11;61:19, 24;62:11;64:2;66:1; 69:17,18;72:24; 75:20;84:20;87:7; 91:20,22;92:4;101:14
two-part (1) 105:11
typically (2) 13:11,13

U

ultimately (1) 76:22
under (6) 7:16;19:19;49:17; 77:24;87:16,24
undergo (2) 117:14,15
underneath (3) 34:3;82:3;87:22
understands (1) 71:6
unexplored (1) 42:12
unfettered (1) 74:25
UNIDENTIFIED (3) 60:20;62:23;64:22
unique (1) 22:20
unit (1) 8:14
United (1) 93:16
uniting (2) 55:13,14
units (1) 14:13
unless (2) 35:24;94:12
unnecessary (3) 52:20,21;55:12
unsafe (1) 74:20
unspoiled (1) 54:25
up (61) 12:17;20:6;24:4,11; 25:1;26:10,24;28:16; 35:25;36:8,9,11; 37:25;44:4,19;46:4; 49:9;57:12;58:15; 60:1,3,8;61:9;65:16; 66:2;67:18,24;68:24; 69:9;73:16;74:6; 78:21;80:15;81:6; 84:7;88:9;91:4;92:11; 93:3,4;95:8,15; 104:13,23,25;105:19, 22;107:22;108:4,16, 20;111:21,24;112:2, 11,14;116:7,9; 120:16;121:12; 124:16
update (1) 73:22

upload (1)
23:2
upon (2)
46:11;60:15
urban (4)
52:2,6;53:24;55:14
use (15)
5:12;19:18;32:14;
41:21;51:10;52:10;
57:1;64:22;67:2;
82:20;83:4;87:23;
119:17,18;120:23
used (8)
17:4;21:14,19;
52:13,15,18;53:10;
57:18
useful (1)
55:6
user (1)
20:17
users (1)
46:6
using (7)
20:2;51:16;53:18;
69:20;70:5;73:10,22
usually (3)
107:17,18;126:7
Utilities (15)
5:3;6:11;8:11,12,
16;9:8;22:25;27:9;
50:17;54:23;55:1;
99:18;117:12,24;
118:1
utility (2)
8:21;94:12
utilize (1)
26:20

V

VACHAL (2)
74:7,8
V-a-c-h-a-l (1)
74:8
vague (1)
125:20
Valley (2)
31:12;70:17
valuable (1)
43:23
valuation (1)
111:19
value (8)
46:18;49:19;54:8;
81:20,21;82:1,25;
83:8
values (2)
54:1;87:8
various (5)
19:19;57:14,25;
59:5;68:1
vary (1)
87:5
vastly (1)
45:15
vegetation (1)
55:8
verbally (1)
103:18
verification (1)
101:9
verify (1)
103:3
VERNON (2)
68:21,21
V-e-r-n-o-n (1)
68:22
versus (2)
52:6;55:14
veteran (2)
42:3,5
via (1)
126:7
Victor (1)
90:19
Vietnam (1)
42:6
view (1)
23:2
Virginia (3)
31:13,24,24
VOIGT (2)
90:18,19
voltage (7)
49:16;83:23;84:8,8,
24;85:2,20
voluntarily (3)
29:15;35:10,25
voluntary (9)
19:17,17;28:21;
35:20,20;36:1,2,10;
41:25
vote (1)
61:11
vulnerable (2)
43:6;54:4

W

walked (1)
77:21
WALLER-PITTS (5)
64:7;67:19,20;
124:19;125:3
Walz (1)
36:16
wants (5)
5:14;35:6,7,12;
123:5
warn (1)
59:13
wasting (1)
55:12
watched (1)
117:20
water (3)
51:12,15;129:2
way (17)
6:24;11:11;26:15;
37:15;42:9;47:1;
49:22;61:7;69:4;73:8;
78:3;91:4;94:7;
100:17;101:7;113:19;
114:7
ways (4)
16:6;22:23;71:24;
114:6
weather (1)
108:18
web (1)
23:1
website (6)
20:15;23:2,3,5;
56:14;116:12
week (1)
18:9
weighed (1)
100:14
weighs (1)
9:11
weight (1)
11:7
welcome (3)
4:12;25:2;68:6
welfare (2)
41:13;90:6
wellbeing (4)
41:4,12;42:15;
43:22
wells (1)
80:16
weren't (1)
101:5
West (1)
4:22
wet (1)
84:13
wetlands (2)
45:14;46:15
whack (1)
73:12
whatnot (1)
69:21
what's (16)
30:15;32:17;52:15;
53:9;59:11;69:5;72:3;
100:10,10,11,11,12;
101:9;107:10;120:17;
126:11
whenever (1)
73:13
whispering (1)
66:6
white (1)
48:1
whole (12)
28:1;36:8;38:2;
70:20;82:8,17,19;
83:6;87:10;108:2;
113:8;128:3
who's (1)
75:23
wide (1)
106:21
widens (1)
52:6
width (1)
13:7
wilderness (1)
74:25
wildlife (8)
10:1;45:13;51:1,11;
92:17;93:10;94:1,2
wind (21)
13:25,25;35:8,8,10,
19,19,25;36:2,14,20;
37:14,23;52:17;53:4,
10;61:18;65:1,3,3;
104:22
windmills (1)
112:22
winter (4)
46:5;105:2,3,4
wintertime (1)
108:14
wire (1)
20:1
wires (1)
13:3
wish (3)
42:11;89:18;91:19
wishes (1)
63:1
within (10)
19:10;32:13;33:1,4,
21;34:8;45:12;92:4;
124:25;128:3
without (4)
7:11;45:24;52:19;
113:18
woman (1)
104:7
women (1)
43:8
wonder (1)
90:1
wondering (1)
97:10
wood (1)
105:4
woodland (1)
51:3
woods (5)
47:17;77:15,15;
78:18;79:3
W-o-o-d-s (1)
77:16
word (1)
93:14
wording (1)
61:10
words (1)
26:7
work (14)
19:18,23;21:6;
36:19;37:4;45:19;
49:17;57:5;80:6;
100:19,22;121:3;
124:8;126:24
worked (2)
46:19;50:23
working (3)
21:21;63:6;73:19
works (2)
48:21;100:23
world (1)
37:11
worse (2)
31:15;108:21
worth (1)
107:19
Wright (1)
4:15
writing (2)
6:23;34:24
written (18)
10:23,25;11:8;26:6,
7;95:20;96:9,11;
98:24;101:18;119:20;
121:24;122:2,23;
123:9,10;124:22;
129:24
wrong (4)
102:20,20;119:8,12
wrote (2)
34:13,17

X

Xcel (42)
5:5;8:1,2,23;9:4,16;
12:7;16:4;17:1;18:24;
19:7;20:21;28:8,21;
32:18;39:12,25;46:6,
8,12,21;50:18;57:2;
59:17,19;64:8,13;
67:21;69:3;75:10;
77:22;78:17;81:10;
94:8;102:5,20;
105:25;114:18;121:1,
1,3,7

Y

year (13)
15:13;17:15;20:8;
34:14;35:3;46:12;
48:2;65:6;70:11;
93:12;94:8;98:20;
108:14
yearly (2)
82:5,6
year-round (1)
47:19
years (23)

20:11;37:1,13;48:7, 13;49:9;52:8;65:16, 17,19;69:20;70:3; 71:19,23;72:4;75:22; 78:4,20;88:11; 111:13;112:18,20; 128:25
Yellow (1)
4:15
Yep (3)
76:6;90:17;122:11
yesterday (1)
7:25
yield (1)
82:4
younger (1)
72:10
Young's (1)
5:8

Z

zero (1)
110:15
zone (6)
32:9,16;33:4,7,10; 34:21
zones (4)
32:6,7,8;57:17
zoom (1)
20:18

1

1 (3)
7:25;8:1,1
1,000 (3)
13:11;22:6;48:6
1,000-plus (1)
57:14
10 (3)
13:20;23:14;88:6
100 (2)
4:22;92:12
1000 (1)
48:4
11 (2)
52:19;56:7
110-acre (1)
70:1
13 (4)
8:1,1;22:15,17
140 (2)
13:13;74:18
142 (2)
47:6,13
15 (3)
13:21;88:6;128:25
150 (5)
13:7,8;33:2;106:21, 22
150-foot (2)
82:3,21
15-day (1)
11:23
15th (2)
118:25;119:18
175 (3)
9:1;13:16;37:8
18 (1)
77:1
180 (2)
9:1;13:16
1920s (1)
50:24
1980 (1)
47:12

2

2.5 (2)
36:6;37:24
20 (9)
8:2;30:11;37:13; 69:20;88:5;121:21, 22,23;122:2
200 (2)
86:21,22
2003 (1)
47:24
2012 (2)
47:13;48:10
2019 (1)
48:11
2021 (1)
46:4
2024 (3)
4:19;95:21;129:25
2025 (5)
6:16;12:3;20:6; 118:10,16
2026 (1)
20:9
2028 (1)
20:11
2030 (2)
72:7,8
2050 (1)
72:8
20738 (1)
47:6
20-day (1)
119:21
21 (1)
46:13
216E (1)
7:6
23-2500-39782 (1)
4:17
244 (2)
50:3,4
246 (1)
74:9
25 (8)
21:23;37:1;87:9,11, 11;95:21;123:16; 129:25
254 (1)
128:21
25th (6)
10:24;96:1,4,10,18; 97:8

3

30 (12)
4:19;34:11,11,11, 11,16,16;37:1;69:20; 121:17,20;124:25
300 (1)
50:24
345 (1)
9:1
345-kV (1)
12:22
35-plus (1)
52:8

4

4 (4)
22:12;114:23; 115:6,12
4:30 (4)
95:21;96:10;97:8; 129:24
40 (1)
75:22
40-acre (1)
41:18

5

5 (2)
22:13;83:19
5,000 (1)
48:9
500 (3)
22:5;48:4,6
500-kV (1)
115:1
55 (1)
4:22
578 (1)
48:14
5-acre (1)
71:21
5th (3)
96:3,7,9

6

6 (4)
6:16;22:15,17; 85:16
6:00 (2)
4:3,20
600 (2)
26:23;40:5
63 (2)
16:11,18
6th (3)
17:4,10;118:10

7

7 (1)
128:17
700 (2)
83:19;85:16
75 (10)
13:8;32:24;33:2,15; 34:7;73:7;86:9,24; 87:16,18
7850 (1)
7:7

8

8:04 (1)
95:2
8:16 (1)
95:2
85 (2)
36:7;37:25

9

9:00 (1)
130:7

Granite Falls Public Hearing Transcript

PUBLIC HEARING - GRANITE FALLS - 22-131 & 22-132

BEFORE THE OFFICE OF ADMINISTRATIVE HEARINGS

OF THE STATE OF MINNESOTA

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION

In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties in Minnesota

OAH DOCKET NO. 23-2500-39782
PUC DOCKET NO. E-002/TL-22-132

Kilowatt Community Center
Granite Falls, Minnesota

Met, pursuant to Notice, at 11:00 in the morning on November 6, 2024.

BEFORE: Judge Suzanne Todnem

REPORTER: Janet Shaddix Elling, RPR

APPEARANCES:

HALEY WALLER PITTS and LISA AGRIMONTI, Attorneys at Law, Fredrikson and Byron, hwallerpitts@fredlaw.com, lagrimonti@fredlaw.com, appeared for and on behalf of the Applicant.

XCEL ENERGY: Matt Langan

EERA STAFF: Andrew Levi

PUC STAFF: Scott Ek

WHEREUPON, the following proceedings were duly had and entered of record, to wit:

I N D E X

SPEAKER	PAGE
Judge Todnem	4
Scott Ek	8
Matt Langan	12
Andrew Levi	20
Randy Kramer	24
Cornelius Groen	30
Ashley Jorgenson	32
Marlin Maresch	33
Randy Kramer	36
Don Buesing	41
Ben Gallay	44
Bruce Gustafson	45
Waziyatawin	51
Galen Skgefte	53
Marlin Maresch	55
Cornelius Groen	61

JUDGE TODNEM: All right. Good morning.

I'd like to welcome you all to this public hearing In the matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood and Lyon Counties.

This is OAH Docket Number 23-2500-39782 and PUC Docket Number E-002/TL-22-132.

It is about 11:00 a.m. and we have convened at the Kilowatt Community Center located at 600 Kilowatt Drive in Granite Falls, Minnesota.

My name is Suzanne Todnem and I'm an Administrative Law Judge with the Office of Administrative Hearings. The Office of Administrative Hearings is an independent agency in state government. It is not a part of or affiliated with the Minnesota Public Utilities Commission, the Minnesota Department of Commerce, or the Applicant in this matter, Xcel Energy.

At this time, I'd like to point out that we do have a court reporter present. Ms. Shaddix's role is to record everything that is said as part of the record. Therefore, it is important that only one person speak at a time, the speakers talk loudly

and clearly, and do not use gestures such as shaking your head.

If anyone wants to see a transcript of a public hearing, including the one here today, you may contact the Department of Commerce to make arrangements.

Today I will briefly describe my role and then you will hear from the Commission, from the Applicant, and then the Department of Commerce staff.

Finally, and perhaps most importantly, we will have time for you, the public, to make comments or to ask questions. If you would like to speak at this hearing, there was a box to check to make that indication on the register sheet where you can sign in or you can raise your hand when I open the floor. I will call the names of persons who marked on the register sheet first.

The comment and question opportunity is for you to address me, the Administrative Law Judge, with your comments or questions. I will defer to the other presenters as appropriate for any answers to questions.

I understand others in attendance might want to show their support for speakers at the

meeting and you are welcome to do so using ASL applause, which is raising and shaking your hands. I expect respectful behavior akin to when you're in a courtroom as this is a hearing. Again, we must be able to make a complete and accurate record.

As the Administrative Law Judge, I have been assigned to preside over this hearing to compile a record for the Public Utilities Commission to consider in making a final decision on the Applicant's request for a route permit and to prepare a report consisting of findings of fact, conclusions of law, and recommendations on the route permit application. My report will be issued on or about February 6th, 2025.

Again, my role is to ensure that all relevant information is gathered fairly, including comments from the public, and that to the extent possible, questions from members of the public are answered. Because my review is limited to the record, the comments you make here or in writing are the only way to get them into the record, so I encourage you to comment in whatever form you are comfortable.

My report will address the route permit application, the certificate of need, and the

Environmental Impact Statement based on criteria set forth in statute and rules. Those rules and laws can be found in Minnesota Statute Chapter 216E and the Minnesota Rule Chapter 7850.

My report, however, is not a final decision. The purpose of my report is to summarize all the information presented in a neutral and fact-based manner without advocacy and to give a recommendation as to whether the Applicant's request for a route permit should be granted by the Commission.

The Commission will then take my report and recommendation under advisement and base its decision on the record, which includes input from the Applicant, the Department of Commerce, interested parties, and from citizens. The Commission will then make a final decision on the route permit application at a separate meeting.

The parties have already filed some testimony and exhibits that have been received into the record. I have exhibits PUC 1 through PUC 13; EERA 1 through EERA 15; and Xcel 1 through Xcel 20.

Copies of the prefiled testimony are available to the public through the eDocket system with the exception of portions that contain trade

secret information.

So, with that, we'll turn to the Commission.

MR. SCOTT EK: Thank you, Judge Todnem.

My name is Scott Ek, I'm an Energy Facilities Planner with the Minnesota Public Utilities Commission.

The Minnesota Public Utilities Commission manages the overall review process and is the government unit with the authority to issue certificates of need and route permits for large energy facilities such as the one we're here today for.

The Public Utilities Commission consists of five commissioners who make the decisions and they are appointed by the governor. The Commission regulates electricity, natural gas, and telephone services. And its mission is to improve the lives of Minnesotans and ensure safe, reliable, and sustainable utility services at just and reasonable rates.

So we're here because Xcel Energy has applied to the Commission for a certificate of need and a route permit for a new approximately 175 to 180 mile 345 kilovolt double-circuit transmission

line between Sherburne and Lyon Counties. It is also known as the Minnesota Energy Connection Project. Xcel Energy will provide a little greater detail on the proposed project a little later in this presentation.

So for a project of this size, the Public Utilities Commission must issue, as I said, a certificate of need and a route permit before the project can be constructed.

In making these decisions, the Commission weighs the relevant criteria in rule and statute and reviews the record of this case, which includes what is not limited to, the big items that are received are public comments that are received, information in Xcel Energy's applications, information in the Environmental Impact Statement, testimony that's provided and, of course, the report of the Administrative Law Judge.

So if the Commission decides a certificate of need -- decides on a certificate of need and route permit and they are issued, the Commission may include, in addition to the boilerplate conditions, they may include additional and special conditions, you know, from the record of the case to ensure the proper and safe construction

and operation. And those conditions can include methods to minimize or avoid identified impacts.

This next slide shows the current application review schedule. As you can see, the applications were filed back in January and we were out here in the same location holding public information and EIS scoping meetings. We took information at that time in the process which informed the EIS.

And so the EIS was -- the Draft EIS, I should say, was recently issued in October here. Andrew with the Department of Commerce will provide greater detail on the Draft EIS a little later in the presentation.

So we're now at the point in the process of the orange rows that are highlighted, we're at the in-person meetings for the Draft Environmental Impact Statement and the public hearings for the overall project.

And it's an opportunity, as Judge Todnem said, to ask questions about the project, provide additional input, identify concerns with the overall project, and provide comments on information that was presented in the Draft Environmental Impact Statement.

In addition to these meetings and hearings, there is a written comment period that is open until November 25th to provide comments by letter, email, or online. And all that information is at the front desk when you came in on how to do that. There is also a slide that will be up at the end of the presentation with all that information.

The steps after these meetings and hearings include issuance of the Final EIS, and the Final EIS will respond to comments received during these hearings, these meetings, and the comment period that follows.

In February, Judge Todnem will issue her findings of fact, conclusions of law, and recommendations. And after about a 15-day comment period, or exception period, I should say, for people to provide comments on the law judge's report, the Administrative Law Judge's report.

The Commission will then schedule a meeting, which is anticipated in March 2025, to make that decision on the certificate of need and the route permit for this project. So that would be the final decision and it's expected in March.

With that, that's just an overview of the project and the Commission's involvement. And I'll

turn it over to Matt Langan with Xcel Energy to provide a little more information about the project.

MR. MATT LANGAN: Thank you, Scott. And thank you, Your Honor. Thank you to everyone for joining us this morning.

My name is Matt Langan, I am with Xcel Energy.

I'd like to provide a description of the project, a description of how we develop our routes for a project like this, and then also discuss a little bit about what happens after the Commission makes that decision in March. And so hopefully that provides a good base of information for you to understand what's being proposed. And then we'll of course be available for any comments or questions after the presentation is over.

One important piece I think is that we are in Granite Falls this morning, we do have several other public hearings that we're going to be holding throughout the project area, in different locations throughout the project area this evening and tomorrow. The same material is going to be discussed at each hearing. So certainly folks are more than welcome to attend more than one hearing, but the same material will be covered at each

hearing just so that you're aware.

So in terms of the project description. The Minnesota Energy Connection project is a double-circuit 345 kilovolt transmission line. It looks very similar to what is on the screen on the slide on the right. We will have a concrete foundation, a COR-TEN or self-weathering steel structure atop that foundation. And then conductors or wires on either side of that steel structure.

The approximate length of the project is, depending on the final route that's approved, is going to be between 175 to 180 miles in length between project end points. Those project end points are to the north at our existing Sherco substation near Becker, within Becker, Minnesota, Sherburne County. And then the southern end point is in southern Lyon County near the town of Garvin, a ways south of the city of Marshall.

The purpose of this project is to replace coal-fired electricity that we've been generating, that we are retiring and replacing that with new renewable sources of energy, so primarily wind and solar, so new generating sources.

About a year ago, we submitted a route permit application to the Commission for this

project. And when we -- in the state of Minnesota, when we propose a line of this capacity and this length, we are required to provide at least two route alternatives, two separate routes, between project end points. So that's what we did in our October of 2023 route permit application.

We titled those the purple route and the blue route. And that was by design. We didn't want to call them Route 1 and Route 2 or Route A and Route B. We didn't want to create an impression that we had a preference for either of the routes. And indeed that was true, if we have to propose two routes by state law, we need to be assured that no matter which of those two routes that are selected by the Commission, that Xcel Energy is able to build and operate and maintain those for decades into the future. So we did not have a preference between the purple and blue routes, but those are what we included in the application.

A unique step, a unique part of the Minnesota review process is that the state goes out after we have submitted our application and asks the public if there are routes other than those that were proposed by the Applicant, other than those proposed by Xcel Energy that ought to be considered,

examined and considered, excuse me, that the state should be aware of that may reduce impacts beyond those, beyond what was proposed by Xcel. And so those are called -- that's a scoping process, that's what we were out here last January and February asking the public for.

Communities throughout the project area did a very good job participating in that scoping process and submitted a lot of suggestions for route segment alternatives that the Commission ought to consider.

Ultimately, the state accepted 63 different route segment alternatives that were different than what Xcel Energy originally proposed. Some are longer route alternatives, others are, you know, more minor tweaks to our original blue and purple proposed routes.

But that is a significant part of the state review process, and those route alternatives are represented on the map that's on the screen, and the poster maps that we were talking about earlier, or ahead of the hearing today, those are represented in pink and so those are the public scoping alternatives.

So another step in the state review

process and the hearing process is that we as the Applicant need to submit testimony to the hearing. We had direct testimony due September 6th. And as part of that direct testimony and after we had gathered a lot of information not only, you know, throughout the information-gathering process, through public review, but also incorporating those public scoping alternatives.

We are asked as applicants to state a preferred route, if we have a preference for a route. So while we didn't have a preference at the time that we filed our application last fall, we have -- Xcel Energy has stated a preference for a route. And we are terming that the modified blue route.

And here's why we have that title. We believe the blue route, originally proposed blue route, is less impactful overall than the originally proposed purple route. But we also took into consideration many of the alternatives that were suggested by the public during scoping. And there are six or seven route segment alternatives that we believe further reduce the impacts of our originally-proposed blue route, hence, we are terming that the modified blue route, is our

preferred route, and we have stated as much to the Commission and the Administrative Law Judge.

Very importantly, this is not the end determiner of which route will be approved. So we really encourage your continued participation in the process. Ultimately, as Mr. Ek had indicated, the Commission gets to decide which route is selected, but we wanted you folks to be aware that Xcel Energy has stated its preference for the modified blue route in believing that is the least impactful route between project end points.

So some steps after a route decision is made. Xcel Energy will, once a route is approved, negotiate directly with each landowner where that is affected by a route or a right of way, and we negotiate directly on an easement for our proposed transmission line.

Importantly, the right-of-way width that we require to build and operate and maintain this line is 150 feet in width, that's 75 feet on either side of the centerline. So that would be the easement area that we would seek to negotiate with each landowner.

What I'll say is that that easement language really is specific to each property. It

would address access, it would address any impacts and make sure that the landowner is made whole.

The easement provides Xcel Energy, again, the ability to build, operate, and maintain that infrastructure, but the landowner maintains ownership. And importantly, you know, if that right of way is within an agricultural area, land that is used in agriculture, that land use is allowed and the terms of the easement allow that agriculture use to continue within that easement on the land that you own.

After the easements are negotiated and signed, the construction process would begin that includes environmental and geotechnical surveys and investigations. Some of you may have received requests for voluntary, early access to collect some of this information so that we're prepared whenever the Commission approves a route. Again, that's a voluntary agreement that you could enter into right now.

But after we collect that information, the first step then would be to install those concrete foundations. Dimensions of the concrete foundations is about seven to 12 feet in diameter and can be between 20 and 60 feet in depth,

depending on the soils, depending on the substrate of the area.

After the concrete foundations are installed, the steel poles are set atop those. And then conductor or wire is installed from there. We have the ability to install that either by a helicopter or ground-based equipment. And then after the line is complete, the construction is complete, the line is energized, Xcel Energy would go through the site restoration process to return that land to the original state.

In terms of that timeline after a Commission decision, easement acquisitions would be in the year 2025, we'd expect construction to begin in 2026 with the line construction complete and the line energized by the end of 2028. So a two-plus year construction process between end points.

And then the last piece that I wanted to share, whether it's throughout the state review process or even after the state review concludes, we're available and happy to discuss any questions that you have, address any questions that you have.

We do have a project-specific website at mnenergyconnection.com. Lots of helpful information on that website, frequently asked questions and the

answers, and then an interactive map that we think is user friendly that you can use to dial into your area of interest. On there we do have indicated our preferred modified blue route on that map as well so you can see where we're proposing that.

And then if you want to speak directly with one of the project representatives, we have a toll-free phone number that is up on the screen right now, as well as a project-specific email that rolls to the desk tops of project team members. If we don't pick up the phone or email you right back, we've been pretty good about getting back to you in about 24 hours, so please leave a message if you call and nobody is there to pick up and we'll be back in touch as soon as we can.

With that, I will turn it over to Andrew with the Department of Commerce.

MR. ANDREW LEVI: Thank you, Matt.

Hello. Thank you for coming today.

My name is Andrew and I work with the Minnesota Department of Commerce. The Department of Commerce Energy Environmental Review and Analysis, EERA, that's our group, along with Barr Engineering, our consultant, prepared the Draft Environmental Impact Statement, or Draft EIS.

The purpose of the Draft EIS is to describe potential impacts as well as potential mitigation measures associated with the project. It is not a decision-making document, but is used by decisionmakers so they can understand potential impacts from the project. The Draft EIS does not advocate for or against the project, but the information in the Draft EIS can be used to question and debate the project.

The Draft EIS took most of the summer to prepare by a team of about 25 people. It is based on the Applicant's certificate of need and route permit applications, your scoping comments, additional information provided by the Applicant, and our own analysis.

The Draft EIS discusses the potential project and alternatives to it, including the no-action alternative. These alternatives to the project are discussed in Chapter 4, Chapter 5 discusses potential impacts and mitigation generally, while Chapter 6 through 13 talk about potential impacts based on geographic region, with Chapter 6 being the furthest south and Chapter 13 being the furthest north. I encourage you to read the entire document or the chapters unique to the

geographic region where you live or are otherwise interested.

There are several ways to review the Draft EIS electronically. It is available on the PUC and the Department of Commerce EERA web pages. It is easier -- based on how things are uploaded, it is easier to view it on the EERA's comment page. In addition, there is additional project information on the web page as well as an interactive map.

There are a limited number of flash drives available up here at the table, if you'd like to bring a copy of the EIS home, the Draft EIS home with you. Print copies are available on the table on the side of the room for your review today. You can also find the Draft EIS in one of ten public libraries throughout the project area that are listed in the notice. And the Draft EIS is also available now at the Kimball Public Library.

In addition to whether a permit should be issued for the project, you can provide comments on the Draft EIS during the open comment period. We need your help to finalize the document. We believe the Draft EIS addresses those issues as identified in the scoping decision, but please tell us if you think the Draft EIS is missing any information or

needs information clarified.

After the public comment period closes, we will revise the Draft EIS based on your comments and issue a Final EIS in January. The Final EIS will respond to substantive public comments on the Draft EIS. For comments on the Draft EIS, please follow the instructions in the notice, which is available on the front table.

Just a quick reminder about commenting today. You know, please, one speaker at a time so that those speaking can get on the record. State and spell your name for the court reporter. And please do limit your initial comments to around five minutes so that everybody has the opportunity to speak once. When we get through everyone, if there's still time, we can move back around.

Thank you.

JUDGE TODNEM: All right. Thank you for those presentations.

Now it is time for you members of the public to make comments or ask questions. I welcome and encourage each of you to comment.

The Commission is particularly interested in comments about whether they should issue a route permit and certificate of need for the proposed

project. Comments on the Environmental Impact Statement, such as whether the human and environmental impacts of the project and how can the impacts be addressed or mitigated. If the route permit is granted, which route alternatives and alignment modifications should be selected, and what additional conditions or requirements should be included. And then, lastly, are there any other project-related issues or concerns.

All right. So first I'll turn to the register sheets.

I have Randy Kramer. If you could come to the microphone and state and spell your name.

MR. RANDY KRAMER: Good morning.

Randy Kramer, R-A-N-D-Y, K-R-A-M-E-R.

Thank you for the opportunity to comment this morning. I can't make tonight's meeting at Max's in Olivia so I'm here today.

I'd like to take the opportunity to thank you for allowing me to comment and listening to the proposed Minnesota Energy Connection Project.

Again, I'm Randy Kramer, and I'm a resident who farms and lives in Osceola Township, Renville County. And I have land along the proposed blue modified route as I understand today. I have

significant concerns since this proposed route was developed, and I farm corn, beans, sugar beans and sweet corn and sweet peas.

The proposed blue route does not follow existing right of ways on most of the proposed route. Instead it goes through valuable farmland and routing through fields, which could cause significant extensive farm production costs, decreases land values for those of us along the route. In addition, many of these fields are tiled, which would be disruptive to the placement of transmission towers. It would be very costly to redesign the patterned tiled lines. During the construction, Renville County would be prone -- our land in Renville County would be prone to severe compaction due to our soil types. Compaction would cause significant field loss for many years.

We're also concerned about significant damage during construction for our township roads and county roads. These roads are used by farm-to-market commerce and we cannot have disruption on major roads or damage during the construction or maintenance of the line.

In Renville County we have many innovative farmers who live along the proposed route

who have made large investments in the farming practices, such as GPS, and all things that go with it on their equipment. This equipment makes us more environmentally friendly by decreasing the amount of pesticides, fertilizers, and others that apply to make them more precisely applied by no overlap and things like that.

We farm with large equipment and that does not bode well for maneuverability around the poles or the towers, which would increase the costs to our farm members. We have extensive county and private tile for the both the county, and private tile systems, significantly.

On my farms and other farms, the costs to repair or move the tile would be immense. Our concern is who is responsible for paying for the destruction and the ongoing issues. Potentially, a disruptive tile line may not show up for one, two, three, four years, depending upon the rain patterns.

Another concern is the aerial spraying of crops. We raise sugar beets and sweet corn and both crops would extensively use aerial spraying to control weeds or pests. Transmission lines and towers would affect almost every one of our farms from utilizing this practice, which comes at a cost

to us.

If we would eliminate the ability, possibly, to raise sweet corn from the contracts that we have, because most of the time they won't allow sweet corn and aerial spraying and power lines in the same field, so they would make us move them, which would be a costly venture.

A major concern is the decrease in the land value and how it is affecting the proposed route. Due to the additional costs to farm around and the inability to raise certain crops due to the restrictive nature of the transmission towers and lines, the value of our farms will be less than those not affected.

We question the certificate of need in Renville County, and all of the power to be routed from Southwest Minnesota to the proposed line is designated to be mostly used in the metro area. The transmission line going through our county does not benefit us as it will not be used for power in our homes, farm shops, or businesses.

Another item of concern in the certificate of need. If granted, this would allow a 1,000-foot proposed right of way until the construction is done, and then the 150 feet as

described by Matt would be set as built, and 1,000 feet out into our property potentially could be almost a quarter mile, or just about across, you know, prohibit us from doing farming through that section or else farm around them.

There are other routes besides the modified blue route that I feel would be better for the existing corridor. I think that we don't want to take valuable farm land out of production, don't feel that farmland should be at the bottom of the list when it comes to an easier route for being proposed than residents. Then it goes down to government land is excluded, that was in the scoping meetings and all the other meetings, they were plotted out in the map and there was a no go, no towers or transmission lines on that, and so at the bottom of the list comes agriculture and I just feel that's not correct.

Thank you for your time.

JUDGE TODNEM: Thank you.

MS. HALEY WALLER PITTS: Can we clarify one thing for the record?

JUDGE TODNEM: Certainly.

Mr. Kramer, if you wouldn't mind?

MS. HALEY WALLER PITTS: No, he doesn't.

JUDGE TODNEM: Oh. I'm sorry.

MR. MATT LANGAN: Thank you, Mr. Kramer, for your comments. Very helpful.

And one thing that we wanted to clarify was the distance between the route width and the right of way that's required. And we had an opportunity to speak with the folks one-on-one at the maps and explain this and I realize I didn't explain this in my presentation.

But in the state of Minnesota, when we propose a line like this, by state law we propose a route, a quote, unquote route. And that's defined as an area up to a mile and a quarter in width, within which we would place that 150-foot right of way.

As some of you have looked at these maps that we have in the room, there is black-dashed lines on either side of our alignment that you may have noticed. And that represents, the distance between those black-dashed lines is 1,000 feet, and that's our route. But when you see our alignment, whether it's the blue or the purple route, that is where right now we would intend to place that 150-foot route width.

So we have studied this and our engineers

review our alignment and that is what our proposed 150-foot route width would be. We would not impact the entire 1,000 feet within that route width, rather that route width allows us the flexibility to work with landowners. If there's a way to make slight adjustments to that 150-foot route width that reduce impacts, that route width would allow us to do that. But we will not -- I want to make sure folks understand, our right of way is 150 feet and not 1,000 feet.

Thank you, Your Honor. I appreciate you allowing me to clarify that.

JUDGE TODNEM: Thank you.

All right. Next I have -- I'm not sure how to pronounce this, so please correct me when you come up here. Is it Cornie Gram (phonetic)?

MR. CORNELIUS GROEN: Good morning. I'm Cornie Groen, Cornelius Groen, Fish Lake. C-O-R-N-E-L-I-U-S, G-R-O-E-N.

I'm speaking more to the alternate route, the connecting line that they show. What you show now, there is approximately, in a five- to six-mile range, there is 11 people that live within that range. So they would be affected. One would be a dairy, and the other ones are right close to the

line. I mean, very close. So I would have you think about that.

And as to Mr. Kramer, with agriculture, you know, just about every farmer nowadays uses GPS. So when you go underneath the lines, it throws the signal out and it takes a while to recoup to get the signal back again. So, I'd have you look at that, too.

MR. MATT LANGAN: Your Honor, may I ask one question of the commenter, please?

JUDGE TODNEM: Sure.

MR. MATT LANGAN: The route that you're describing, is it the east-west route?

MR. CORNELIUS GROEN: Yes.

MR. MATT LANGAN: And is it the pink route that follows the county line?

MR. CORNELIUS GROEN: Yeah.

MR. MATT LANGAN: Thank you. I wanted to make sure I understand.

MR. CORNELIUS GROEN: It's the pink, or purple route underneath there, yeah. So I would have you look at that and the amount of people that are affected by it.

Thank you.

JUDGE TODNEM: Thank you.

All right. Next I have Ashley Jorgenson.

MS. ASHLEY JORGENSON: Hi. My name is Ashley Jorgenson, A-S-H-L-E-Y, J-0-R-G-E-N-S-0-N.

I am voicing concern on the alternative route segment 209 in Sandnes Township.

That route was introduced later in the process as an alternative to the purple route. And along that route, it will come within 300 to 400 feet of 13 homes. And on the alternative, or the primary route on the purple, there is zero homes that it comes that close within. Actually, on an alternative route it actually comes within 150 feet of two homes. So I just wanted to make sure that's taken into consideration.

I understand the value of farmland. I come from a very farm-oriented family, but I think in any situation, a farmer would rather have a segment run through their land than within 150 of their homes. Having to worry about the safety of our concern, there is a lot children along the segment. Having these large poles in their yards, we're all farm families, four runners, ATVs, just increased risk.

Also, the value of our homes would significantly decrease. If we ever needed to

relocate, try to sell a home with a power line within 150 feet of your home, and that would be something that would impact that.

So I just wanted to voice concern over the alternative route coming so close to homes when the primary route has zero that it would come that close to.

Thank you.

JUDGE TODNEM: All right. Thank you.

Oh, I'm so sorry, I did miss one person. Marlin Maresch.

MR. MARLIN MARESCH: Marlin Maresch, M-A-R-L-I-N, M-A-R-E-S-C-H.

I'm going to expand upon Randy Kramer. And what I'm going to use, for example, is what I currently lived with and have lived with for 46 years of farming, is the sound Xcel Energy poles that run from Bird Island, Minnesota to Kingston, which is east of Litchfield, Minnesota.

All the years we've been farming around it, we always figured it cost us about $200 per set of poles, and we have nine set of poles running through our property. And if you're thinking on the $2,000 roughly per year that those poles cost you, and if you go roughly with the 70 years that these

poles have been in existence, it's $140,000 that I am never going to recoup.

So my presentation or statements I make today is that this line is going to get built. And as a farmer, where you're looking for what you're going to get paid for easement, do you want to get the cost of what it costs to farm around the poles? Do you want the cost upfront of what you're going to lose when this land is sold? Because I can guarantee you, when you pay your taxes, you're paying your taxes the same as all your neighbors that do not have this pole. So, in other words, you're paying almost double for having the poles sitting on your land.

And the other thing that I think is interesting on this is when they talk about this being a renewable line. And about a month after we were here on your first meeting in Granite Falls, in the business section of the paper there was an article about Xcel Energy petitions the state to put in two natural gas -- I'm going to call them off-peak plants -- and one being built out by Sherco and the other one being built down by Marshall.

So, in other words, this line was going to be used because if there isn't enough power

coming from the solar fields, the windmills, I guarantee the gas plant is going to be turned on. So it's not like we're going to be living with a boom or a bust, so to speak, as far as your ask the electromagnetic fields around the power lines is going to be constant.

As far as Randy Kramer bringing up about compaction, sitting there in the back, because Randy and I grew up together, in a boarding house in a little township, I lived in East Lake Lillian, one of the routes proposed went through my backyard, is that I wish I would have took pictures from last summer's replacement of the poles through my property. Because you could pick up crop damage and loss. And the most that the company in charge of putting the poles in for Xcel Energy would pay out was three years, and it's going to be longer than three years.

And as a farmer, remember, once this sucker is put in, it's in there forever. They won't change anything that you would like to have changed. Because the poles that ran through my property, I wanted them straightened out, so at least they were straight in the field instead of running crooked, and they're still running crooked. So if I look at

my 200 acres and I'm seeing that we had land last year that sold for $16,000 an acre in East Lake Lillian Township and I'm losing two, three thousand, four thousand dollars an acre and I'll never get that back from Xcel.

So, guys, when you're going to be signing your easement away, take it up front.

JUDGE TODNEM: All right. Thank you.

That is all that I have for speakers on the register sheets.

So at this time I'd like to open up the comment opportunity to anyone. If you would like to just raise your hand if you have any questions or comments.

Any questions or comments?

I do encourage you, if you're contemplating whether you want to speak or not, I do encourage you to take this opportunity. You're here, we're listening, and this is a very important part of the process.

All right. I see a hand.

MR. RANDY KRAMER: Randy Kramer.

I just have to follow up to what Matt had said about the 1,000 foot, and everything that we read says that the easement, if the certificate of

need is granted, their ask is for 1,000 foot and then as built put it down to 150 feet.

Am I wrong in assuming that when you say -- because the request that I read about, it says 1,000 feet, and so am I mistaken? I'd like that clarified.

I know the final will be 150 feet, 75 feet on each side, but the 1,000 foot, if you have eminent domain, which is my concern, because the certificate of need grants you the eminent domain if you need to take the land where the Judge or someone else can force me to sell the land. So wind, solar, and so, you know, wind, solar, anything else, that's up to the landowner and they don't have eminent domain. But you're asking for eminent domain here, correct? So now you're asking at 1,000 feet, or am I wrong in assuming that?

MR. MATT LANGAN: I will answer that. Thank you, Commissioner Kramer, for the question.

I'll say first that I was -- Commissioner Kramer raised the 1,000 foot width and I was using that as an opportunity to make sure that the attendees understood the difference between route and a right of way.

And so that 1,000 feet that gets

approved, yes, that would mean that the Commission is allowing us to place the 150-foot right of way somewhere within that 150-foot -- that 150-foot right of way somewhere within that 1,000 foot route width.

What I will say is now we're getting into some of the details of the process, but these are important.

First, our project team and engineers have looked at this and the route alignments that we're proposing are where we plan to build the line. And we have shared those same alignments not only here with you today, but with the Commission in our application.

So the Commission is assuming that we're going to build those alignments where we showed that we're going build them.

If we deviate from those alignments, after a permit is issued the state still reviews plan and profile, so our engineering drawings, to make sure there are no changes in that alignment. And if there are, we have to provide good reasons why. We have to demonstrate that those don't create undue impacts, you know, beyond what would have been the impacts in our proposed alignment. So there are

checks and balances to us not being able to really place that line wherever we want.

For instance, if there is a home within the 1,000-foot route width and we have an alignment that is avoiding that home, we are not proposing to get an approval for that route and then place our alignment over that home, so maybe that home would have to be removed because it's within our right of way. We are not proposing any alignment that includes a home within the right of way. We are avoiding all residences with our right of way.

So, Commissioner Kramer, I hope that's helpful in explaining that. The Commission is approving that route width, but we would have checks and balances before we would ever be able to move our alignment within that 1,000-foot route width.

So I just got a good note here. So to clarify, when we talk about an easement, that is an easement it is 150 feet. The easement is not 1,000 feet. And hopefully that's additionally helpful.

Thank you, Your Honor.

JUDGE TODNEM: Thank you.

MR. ANDREW LEVI: Your Honor?

JUDGE TODNEM: Yes. Please go ahead, Mr. Levi.

MR. ANDREW LEVI: The route width allows us, the Department of Commerce, to study something. If it was so narrow and it couldn't move, then Xcel Energy wouldn't have the opportunity to work with landowners in final siting to what we wanted in the front of our field versus the back of our field, stick it over here versus stick it over there. It wouldn't allow for that kind of micro siting.

So the route width is -- but it's also not so big that we're just kind of looking at a whole county and we don't really have anything to study really because we're kind of looking at the whole universe sort of thing. So the route width is temporary and it's for permitting and that's it. If a permit is issued, then that route width goes away. It's not -- it just kind of disappears. And what's left is, like Matt was talking about, is the easement.

So, yes, the route width is temporary and we use it so that we can study something on the ground fairly specific, but also provide the opportunity for things to move.

JUDGE TODNEM: All right. Thank you.

Are there any other questions or comments from members of the public?

Yes, sir.

MR. DON BUESING: Good morning. Name is Don Buesing, D-O-N, B-U-E-S-I-N-G. We live southwest of Granite Falls.

I have had the power line in the routes that go straight through my land, still on my land, and they have an alternative route to go around that, but I don't know where that's going to go. And the thing like Randy Kramer was talking of having the farmer on the land, to deal with that, it's a problem.

A question I have is you're decommissioning a power plant. Where does that power go now from that plant? Can somebody answer that?

MR. MATT LANGAN: So, Your Honor, we'll answer that, if that's okay.

JUDGE TODNEM: Yes, please.

MR. MATT LANGAN: And get my project team member Jason. One second.

MR. JASON STANDNG: My apologies, I'm sorry.

Jason Standing, J-A-S-O-N S-T-A-N-D-I-N-G.

To answer your question, so the Sherco

power plant up in Becker, Minnesota produces power and delivers it to the 345 kV system, which is basically connected to the eastern interconnect, is what we call it. So everything east of the Rockies is basically one giant transmission system. So the power that flows from here technically makes it all the way down to Florida in minute amounts and vice versa.

MR. DON BUESING: Where is its main concentration?

MR. JASON STANDING: Most of the power is consumed in this region.

MR. DON BUESING: Meaning?

MR. JASON STANDING: Minnesota, and primarily the Twin Cities, obviously, because that's the largest load center in the region. But all of the power in the region comes from the Twin Cities as well.

MR. DON BUESING: Okay. My statement to that is, and I'm sure a lot of these people agree with me, here we got a line going across our land and we don't get any benefit out of it now.

Another aspect of that is as a farmer group we're fighting these renewables as in solar panels. How are we to compete as a farmer renting

land when these solar panel companies come out and offer the landlord five times more than what we can pay?

Now, they're taking good, black dirt and poking posts in there, and now it's a benefit for the landlord, but we're the ones that are losing. Our area is losing because the landlords aren't always there and so we're competing against that green new deal, is what I was told is where this came from.

MR. JASON STANDING: Sure.

MR. DON BUESING: I have to speak up, I guess, that that burns my tail.

MR. JASON STANDNG: I understand. That's fair.

MR. DON BUESING: Also, one part of this, too, I seen part of the route this morning that has changed and I know it goes past some cattle logs. Now, how, you know, they got a few hundred head of cattle there, how is that going to affect them? Do they even know, you know, they're not milking, does it make your hair curl?

MR. JASON STANDNG: I'm not an expert in that. If you want to ask that, we do have our transmission line engineer here, if you do.

MR. DON BUESING: I'd like to hear their deal of how far they should be away from feedlots and that kind of stuff.

Thank you for your time.

MR. JASON STANDING: No, thank you.

JUDGE TODNEM: Thank you.

MR. BEN GALLAY: Good morning.

Ben Gallay, G-A-L-L-A-Y.

So with respect to cattle operations, we did dairy farms or beef operations, et cetera, really any confined animal operation. The utilities in Minnesota have a voluntary screening process before a project starts. We evaluate those locations, see if there's stray voltage concerns, and to what extent the project may increase those. So we try to mitigate those before we install the project. There's post testing after the project to ensure that those mitigations are extended results. If not, we look for mitigation to restore the operation to before the project happens.

As far as proximity is concerned with those entities, actual, you know, physical operations like barn areas, milking parlors, et cetera, would be outside an easement area and should have little to no impact. Grazing land or a

feedlot area, they could exist within the easement and they'll have little concerns with the power lines. So it really depends on what the operation is for what that would be.

JUDGE TODNEM: All right. Thank you.

Are there any other questions or comments?

I see a hand. Sir.

Okay. I'm so sorry, I saw you first.

MR. BRUCE GUSTAFSON: All right. Bruce Gustafson, G-U-S-T-A-F-S-O-N, from Hanley Falls, close to one of these proposed power lines.

I guess I wasn't prepared to talk at this, but listening to Mr. Kramer and Jorgenson, all the people here, no one wants these power lines in their backyard. I understand that.

We do have different routes, the blue route, that I'm right by, and we already have a power line, the CapX line that you're proposing to go a half mile east of and it crosses by Hanley Falls right by my place. And this line was built and it's only half full doing the same thing, bringing renewable energy from the south to the Cities or whatever. So it's right by this one. I don't know if public utilities have anything to do

with why isn't that one full of wires, it's only half full, and they want another line right by us.

You know, we already have one built by us, some other people don't. I guess, you know, they say spread the wealth and they spread the spaghetti, and you have someone else deal with it because we already have it.

You know, Don had mentioned, and he's a neighbor, he lives a half mile from me, or a mile from me, and we're all dealing with the same things. And he mentioned that the green renewables and stuff, and the Public Utilities Commission, I don't know if this is already set that they have to have this.

The need, whatever, my neighbors and everyone is talking about is bad policy to have all this green, supposedly green renewable stuff, when we've seen that the wind farms being built by us with thousands of yards of cement dumped in the ground for each tower, and the towers are built for government standards, which are short, they could be built for long term, but they're just giving the government money.

And the grid has to deal with all these skeletons of wind towers down the road, or maybe all

the skeletons of all these solar things coming up and covering up farmland. It's all done with big government money that Xcel is part of, too. I read that on this power line Xcel is going to make two and a half billion dollars on it. It's because the policies of Walz and this government here that we're making ourselves an island or we're adopting California rules. And maybe with the election last night, maybe some things will change.

And I see this bad policy that we're going down this road. We had a plant with coal power that was supplying it fine. So we out here have to have all these power lines, all these wind turbines to supply the metro area. We have to look at them all. We already have a line by us, we're going to have another line by us. It seems ridiculous.

So I don't know what your proposed line that you want to go the east route, is that the one that's most likely going to happen versus the other route? I don't know. That's the one they're favoring, I guess. I figure that because no one wants it in their backyard. But those guys over there don't want it either.

Maybe the need is already addressed, but

the bad public policy on this energy stuff, that you said you wanted affordable energy, that's the Public Utilities Commission, or whatever you're called, your mission is to do affordable. You're probably going down the wrong road on all these things, the green new deal and all these things. If you let innovation and private enterprise do it, it would drive down costs and that would be a way to go. But that's a whole other topic and a whole other thing. We're talking about this power line here, farmers don't want it.

I've also read that, you know, well, every wind farm is gas-powered. You've gotta have enough natural gas or something else when the wind don't blow or don't shut off when it blows too hard out here and they get shut off, right. That's rights, there's natural gas? And they want to build -- they have it by Garvin. Why not build it by Becker, why not build it by the Twin Cities. Why not build the power line by there instead of us having to deal with all the things. And you're going to have to deal with the problems down the road.

So that's my words on it. I think I speak for a lot of the people here, but I don't know

if you did answer my question that what are the odds that it would go on their proposed route?

MR. SCOTT EK: Scott Ek with the Public Utilities Commission.

I appreciate your concerns. A lot of your concerns are policy issues. You know, I'm here from the Commission, there's five Commissioners that make -- I don't make the decision myself here.

But the point of this process, you know, we were out back in January. You have scoping, you have public input, scoping, you have the Environmental Impact Statement, you have -- now you have these hearings. And it's to build that record for the Commission.

In March we'll look at that record, the comments you made, the comments we receive throughout this process, and they will make a determination. You know, at this point, no, there's no route in the Commission's eyes. Right now Xcel has taken alternatives that have been put forward and has modified their blue route and they now in their testimony state we like this blue route with these modifications. Well, that's great. The Commission still needs to weigh everything else.

And I can't say today whether Xcel's

modified blue route would be the one or a different route. Many times, at the end of these processes, the route changes quite a bit because of public input and comments about an alternative that was proposed that might not have been thought about very well.

So, yeah, there's still a lot of process left, and that's the reason we're out here. And I understand your comments on the solar farms and the wind farms, and that is -- there is the need decision on this, you know, a certificate of need. There is information in the docket, you can go on eDockets, and Xcel will explain in their information on why they believe it's needed. But the burden of proof is, you know, it's their burden to prove to the Commission that the transmission line is needed.

We also have the Department of Commerce that will help inform the Commission on that decision of need. So that's another decision at the end of this process. One is if it is needed, and so if the Commission says no, it's not needed, it ends right there. If the Commission says, yes, this is needed, then they go into the decision, okay, what's the best route. So in March two decisions would happen.

MR. BRUCE GUSTAFSON: Well, on our part it sounds like it's a lot of government committees that we don't trust very much that have it approved and make very big decisions. So that's noted on that.

And also, one more time, we already have a power line on the proposed route, and when you're proposing to go a half mile east of it, it seems kind of redundant. And I guess just like everyone is and we'd be against to it, too. Maybe that'll change.

But anyway, thank you for your time.

JUDGE TODNEM: Thank you.

All right. Ma'am.

WAZIYATAWIN: I just had a question.

JUDGE TODNEM: You have to come to the microphone, please, and state and spell your name.

WAZIYATAWIN: I am Waziyatawin. It's a one word name, W-A-Z-I-Y-A-T-A-W-I-N.

I just had a question about when the easement negotiations with landowners will begin and what that process will look like.

MR. CHRIS ROGERS: Hello. Chris Rogers, C-H-R-I-S, R-O-G-E-R-S, principal land rights agent with Xcel Energy.

To make sure I understand your question, and was it simply when will the easement negotiations start? Was there a second part to that?

WAZIYATAWIN: Not right now, no.

MR. CHRIS ROGERS: So I think that a schedule has been laid out by the staff here as well where we expect a permit decision sometime next spring, possibly in March. We would start easement negotiations shortly thereafter. So we would be looking at starting acquisition as early as April and lasting all through the rest of that year and coming year in 2026. There are a lot of parcels to acquire depending on the route, so it will be a lengthy process. Does that answer your question?

WAZIYATAWIN: Yes. Thank you.

JUDGE TODNEM: Thank you.

WAZIYATAWIN: Then I just have one comment, I guess. And that's just to remind everyone that this is Dakota homeland and we have many, many burial sites and sacred sites throughout this area. And I know that my nonprofit has some land where it is proposed to go through, and I know we have burial sites within our property, and I want to make sure that there is a tribal survey that goes

through that corridor once it's established.

JUDGE TODNEM: All right. Thank you.

All right. I see another hand in the back.

MR. GALEN SKGEFTE: I'm Galen Skgefte, G-A-L-E-N, S-K-G-E-F-T-E.

And I'm sitting here listening to these guys and I'm going to spin off to some of the stuff they said. But if you've been listening to the impact on this land, that's their lives, their values, and how they live.

Now, part of your job is economic impact. How is this going to affect? I look out here, I see all my neighbors, I see a lot of other farmers close to this. I bet if all these guys added up what you're going to cost them in a year, it would be a head shaker.

And this goes on for years. We had this gentleman over here tell you that. So you run that and this will impact us big time. If this line goes through, Xcel gives you no respect after it's done, too. I've experienced this firsthand, and I'm going to turn in my proof here with my sheet here. Not today, I don't have it with me, but I will prove that they do not care.

Now, can we come back and bill Xcel each year that it costs us? Or when I see my neighbor or me sitting on the end, because we lost signal, a lot of guys have technology for packing their seed and it's costing them $100 an hour or more, lots more, and they're sitting there waiting for a signal because your line disrupted their work. This is a big impact out here.

So I think I would have a study done on how it impacts value and lives out here. That makes sense. You have highways, like Highway 23 that goes straight out there, there's plenty of land by that that's state owned that probably doesn't affect people as much.

I think there needs to be more common sense and studies done in this. I think you're far from permitting anything like this very far. I mean, there's many concerns here. I mean, I'm just touching the subject.

MR. SCOTT EK: Have you taken a look at the Environmental Impact Statement? It touches on several of the subjects.

MR. GALEN SKGEFTE: I happen to know, in 1980s I was in the NSP plant out here, and they showed me a tour, they showed me the panel back

then, they were powering up the windmills in Pipestone, Minnesota, and they do not make money. Look at the federal green energy.

MR. SCOTT EK: No, I was pointing out that this goes over, you know, analyzes the issues with GPS signals on tractors, and it goes through the easement agreements, it provides information. That's all. I'm not arguing with you here.

MR. GALEN SKGEFTE: Yeah. And I think, just their hands up, who is concerned sitting on the end and they can't move and there's a rain cloud coming. Anybody concerned, raise your hand.

JUDGE TODNEM: Please direct your questions and comments to me. Thank you.

MR. GALEN SKGEFTE: It's a good side to see, that these people are concerned with their lives.

JUDGE TODNEM: All right. Thank you very much.

MR. GALEN SKGEFTE: Sure.

JUDGE TODNEM: All right. Are there any other questions or comments at this time?

Yes, sir.

MR. MARLIN MARESCH: Marlin Maresch.

I'm a retired dairy farmer. And the CON

guy talking about the animals is interesting. Three cases, as being a dairy farmer, that involve Xcel Energy, and one is down by Jordan, Minnesota, that he ended up buying a whole new dairy farm and moving his animals and everything else to get out of the path of electricity involving him.

The first one I learned about was by St. Cloud, Minnesota, from the area farmer that at that time they grew pickles for Gedney, and looking to irrigation to water the vegetables, and I was talking to him and he showed me what was all done just to capture the stray voltage from these lines.

A third one was from a guy that I knew by Willmar, Minnesota, that gave up dairy farming because he spent 15 years fighting Xcel Energy and he just said they got endless pockets and I'm out of luck.

My question is what is the compensation offered coming up on this line per pole? I mean, we've talked about compensation, that was my first comment, that if we don't get your money up front, we'll never get it. So what is being offered?

JUDGE TODNEM: Mr. Langan.

MR. MARLIN MARESCH: If you can't answer on this one, what was the last one?

JUDGE TODNEM: Mr. Langan, is this something the Applicant would like to respond to?

MR. MATT LANGAN: Your Honor, yes, we'd like to try to answer the question, if we may.

JUDGE TODNEM: Yes, please.

MR. MATT LANGAN: Thank you.

MR. CHRIS ROGERS: Chris Rogers, principal land rights agent for Xcel Energy.

MR. MARLIN MARESCH: Hello. I spent six weeks of talking with you and it was a wasted effort.

MR. CHRIS ROGERS: So I want to make sure I understand the question.

You're asking what is the proposed compensation for this project, and if not, what was the proposed compensation in the past?

MR. MARLIN MARESCH: No, not was proposed, what ended up being the final compensation on the last project that was done?

MR. CHRIS ROGERS: So to start with your first question, we have not come up with a final compensation schedule for this project. Yes, they said we don't have a final route yet, but we do understand in communicating to residential and possibly recreational that they can be different,

and so it's a long process to determine the valuations, starting with what properties are selling for. And of those various types, we have just undergone some general studies and a market study to determine that. So to answer your question, we do not have a compensation schedule set for this project yet, but we will long before we acquire the easement.

The second question was the last project. I have to get back to you on that. There are numerous projects and numerous different types of impacts of different properties as well, too, and I'm happy to discuss that with you when I do some research.

Are you talking about projects near you or in general in the state?

MR. MARLIN MARESCH: In general.

You're still good at tap dancing, by the way.

You've worked for Xcel Energy how many years now?

MR. CHRIS ROGERS: 17.

MR. MARLIN MARESCH: This isn't your first rodeo.

MR. CHRIS ROGERS: No.

Valuations have changed quite a bit over the years, but I can give you some examples for the CapX project, I believe, and I would have to check the record on the CapX, that was probably ten years ago and it involved counties basically between Monticello and Fargo.

I believe we used a fee value for ag land of somewhere around $10,000 an acre range. This was ten years ago, I believe. And I believe we used an impact of 75 to 80 percent, so that would have been payments in a seven to eight thousand dollar range. But I want to check those to be sure. Every project is different. Every piece of land is different. But our goal is to make the landowner whole with the acquisition, the property rights taken from you, and we would make compensation for those.

MR. MARLIN MARESCH: I can file a claim for my present line.

MR. CHRIS ROGERS: What's that?

MR. MARLIN MARESCH: I can file a claim for loss of value that I'm losing today?

MR. CHRIS ROGERS: I guess that I'm not sure.

MR. MARLIN MARESCH: What I'm getting at is what you're offering per acre is fairly low

because you based it on the 150 wide and the imprint you put in one pole, correct?

MR. CHRIS ROGERS: Right. We typically pay the easement by the acre.

MR. MARLIN MARESCH: Correct. So if it's 150 feet wide through a half mile farm, you're paying basically 10 acres.

MR. CHRIS ROGERS: A little over nine, yep.

MR. MARLIN MARESCH: Okay. So, yeah.

Anyway, my whole comment today is the farmers here, the odds are you're going to end up with a pole out in your field, so make sure you get the value per acre for your whole farm. Because when your farmland is sold, I'm using my farmland of 220 acres, if I say I'm losing $2,000 per acre, I'm looking at six hundred and some thousand dollars that I will never see, even though my land is just the same as my neighbors or higher. So that's my whole attempt.

How many times have you guys been sued over dairy herds just in the state of Minnesota?

MR. CHRIS ROGERS: I can't answer that question.

MR. MARLIN MARESCH: Would it be him over

here? Because I believe it was this guy that handled that question.

MS. HALEY WALLER PITTS: Your Honor, I apologize, I don't think we have anybody here that can answer that question specifically.

JUDGE TODNEM: Okay. Thank you.

MR. MARLIN MARESCH: I would assume it's more than three times.

MS. HALEY WALLER PITTS: Like I said, sir, we don't have anyone here who could answer that question.

MR. MARLIN MARESCH: Correct. The legal department is not here so you can sidestep it.

JUDGE TODNEM: Mr. Maresch, please keep your comments respectful.

MR. MARLIN MARESCH: Wow. Okay. On a scale of one to 10, I would have considered that a one, but I understand.

Have a good day.

JUDGE TODNEM: Are there any other questions or comments from members of the public?

All right. I see a hand in the back.

MR. CORNELIUS GROEN: Cornelius again, for the public utilities.

JUDGE TODNEM: Again, I'm going to remind

you to address your questions and comments to me.

MR. CORNELIUS GROEN: Sorry.

This is -- have they shown a need for this line? And how do you -- how do you decide that they need this line?

JUDGE TODNEM: Mr. Ek.

MR. SCOTT EK: Thank you, Your Honor.

Yes, they actually have -- there's an application, they apply, so they have an application and it should be here, correct, on the back table there. But they have to fill out an application and, you know, I can't recite all the information that they need. But in that application they need to prove, you know, prove by a burden of proof to the Commission that this project is needed. You know, is it going to benefit society, is it going to be safe for the environment, is it going to be cost-effective to Minnesota. There's a whole host of criteria that they have to provide in the application and then during these processes have to prove up to the Commission.

So I suggest you look in the application which provides all that information. You know, I mean, just a real -- I think it's already been said, but a real quick summary is this line is needed to

interconnect up at the Sherco, the existing Sherco plant where there's an important interconnection point, Xcel's interconnection point, and they want to bring renewable energy from the south, southwest, to that interconnection point. That's a very high level summary, you know, of the project.

MR. CORNELIUS GROEN: But at this point you haven't decided to grant them permission to build the line?

MR. SCOTT EK: No. The Commission, like I said, the five Commissioners will make that decision in March, sometime in March. The exact date hasn't been scheduled yet.

MR. CORNELIUS GROEN: Thank you.

JUDGE TODNEM: Thank you.

Are there any other questions or comments?

Any other questions or comments?

Last call for any questions or comments?

All right. Seeing none, I just have a few closing remarks.

I'll remind everyone that you can still submit written comments by the deadline, which is 4:30 p.m. on November 25th, 2024. All comments will be considered regardless of the form. So in

addition to the verbal comments today, I equally look at written comments that are submitted.

If you do submit a written comment, please include the MPUC Docket Number, which is E-002/TL-22-132, and the OAH Docket Number 23-2500-39782.

All right. And with that, we are adjourned. Thank you for your time.

(Proceeding concluded at 12:30 p.m.)

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

REPORTER'S CERTIFICATE

I, Janet Shaddix Elling, do hereby certify that the above and foregoing transcript, consisting of the preceding 64 pages is a correct transcript of my stenographic notes, and is a full, true and complete transcript of the proceedings to the best of my ability.

Dated November 28, 2024.

/s/Janet Shaddix Elling
JANET SHADDIX ELLING
Registered Professional Reporter

$

$10,000 (1)
59:8
$100 (1)
54:5
$140,000 (1)
34:1
$16,000 (1)
36:2
$2,000 (2)
33:24;60:16
$200 (1)
33:21

A

ability (3)
18:4;19:6;27:2
able (4)
6:5;14:15;39:1,15
accepted (1)
15:12
access (2)
18:1,16
accurate (1)
6:5
acquire (2)
52:14;58:8
acquisition (2)
52:11;59:15
acquisitions (1)
19:13
acre (7)
36:2,4;59:8,25;
60:4,14,16
acres (3)
36:1;60:7,16
across (2)
28:3;42:21
actual (1)
44:22
Actually (3)
32:11,12;62:8
added (1)
53:15
addition (6)
9:22;11:1;22:8,19;
25:10;64:1
additional (6)
9:23;10:22;21:14;
22:8;24:7;27:10
additionally (1)
39:20
address (6)
5:20;6:24;18:1,1;
19:22;62:1
addressed (2)
24:4;47:25
addresses (1)
22:23
adjourned (1)
64:8
adjustments (1)
30:6
Administrative (8)
4:14,15,16;5:20;
6:6;9:18;11:18;17:2
adopting (1)
47:7
advisement (1)
7:13
advocacy (1)
7:8
advocate (1)
21:7
aerial (3)
26:20,22;27:5
affect (4)
26:24;43:20;53:13;
54:13
affected (4)
17:15;27:14;30:24;
31:23
affecting (1)
27:9
affiliated (1)
4:17
affordable (2)
48:2,4
ag (1)
59:7
Again (8)
6:4,15;18:3,18;
24:22;31:7;61:23,25
against (3)
21:7;43:8;51:10
agency (1)
4:16
agent (2)
51:24;57:8
ago (3)
13:24;59:5,9
agree (1)
42:20
agreement (1)
18:19
agreements (1)
55:7
agricultural (1)
18:7
agriculture (4)
18:8,9;28:17;31:3
ahead (2)
15:22;39:24
akin (1)
6:3
alignment (10)
24:6;29:18,21;30:1;
38:21,25;39:4,7,9,16
alignments (4)
38:10,12,16,18
allow (5)
18:9;27:5,23;30:7;
40:8
allowed (1)
18:8
allowing (3)
24:20;30:12;38:2
allows (2)
30:4;40:1
almost (3)
26:24;28:3;34:13
along (6)
20:23;24:24;25:9,
25;32:8,20
alternate (1)
30:20
alternative (8)
21:18;32:4,7,9,12;
33:5;41:7;50:4
alternatives (13)
14:4;15:10,13,15,
19,24;16:8,20,22;
21:17,18;24:5;49:20
always (2)
33:21;43:8
amount (2)
26:4;31:22
amounts (1)
42:7
Analysis (2)
20:22;21:15
analyzes (1)
55:5
Andrew (6)
10:12;20:16,18,20;
39:23;40:1
animal (1)
44:11
animals (2)
56:1,5
answered (1)
6:19
anticipated (1)
11:20
apologies (1)
41:21
apologize (1)
61:4
applause (1)
6:2
Applicant (7)
4:19;5:9;7:15;
14:24;16:2;21:14;
57:2
applicants (1)
16:9
Applicant's (3)
6:10;7:9;21:12
Application (17)
4:4;6:13,25;7:18;
10:4;13:25;14:6,19,
22;16:12;38:14;62:9,
9,11,13,20,22
applications (3)
9:15;10:5;21:13
applied (2)
8:23;26:6
apply (2)
26:5;62:9
appointed (1)
8:16
appreciate (2)
30:11;49:5
appropriate (1)
5:22
approval (1)
39:6
approved (5)
13:11;17:4,13;38:1;
51:3
approves (1)
18:18
approving (1)
39:14
approximate (1)
13:10
approximately (2)
8:24;30:22
April (1)
52:11
area (16)
12:20,21;15:7;
17:22;18:7;19:2;20:3;
22:16;27:18;29:13;
43:7;44:24;45:1;
47:14;52:22;56:8
areas (1)
44:23
arguing (1)
55:8
around (10)
23:13,16;26:9;
27:10;28:5;33:20;
34:7;35:5;41:7;59:8
arrangements (1)
5:6
article (1)
34:20
Ashley (3)
32:1,2,3
A-S-H-L-E-Y (1)
32:3
ASL (1)
6:1
aspect (1)
42:23
assigned (1)
6:7
associated (1)
21:3
assume (1)
61:7
assuming (3)
37:3,17;38:15
assured (1)
14:13
atop (2)
13:8;19:4
attempt (1)
60:20
attend (1)
12:24
attendance (1)
5:24
attendees (1)
37:23
ATVs (1)
32:22
authority (1)
8:10
available (8)
7:24;12:15;19:21;
22:4,11,13,18;23:8
avoid (1)
10:2
avoiding (2)
39:5,11
aware (3)
13:1;15:2;17:8
away (3)
36:7;40:15;44:2

B

back (16)
10:5;20:11,12,15;
23:16;31:7;35:8;36:5;
40:6;49:10;53:4;54:1,
25;58:10;61:22;62:10
backyard (3)
35:11;45:16;47:23
bad (3)
46:16;47:10;48:1
balances (2)
39:1,15
barn (1)
44:23
Barr (1)
20:23
base (2)
7:13;12:13
based (6)
7:1;21:11,22;22:6;
23:3;60:1
basically (4)
42:3,5;59:5;60:7
beans (2)
25:2,2
Becker (4)
13:15,15;42:1;
48:19
beef (1)
44:10
beets (1)
26:21
begin (3)
18:13;19:14;51:21
behavior (1)
6:3
believing (1)
17:10
BEN (2)

44:7,8
benefit (4)
27:20;42:22;43:5;
62:16
besides (1)
28:6
best (1)
50:24
bet (1)
53:15
better (1)
28:7
beyond (3)
15:2,3;38:24
big (6)
9:13;40:10;47:2;
51:4;53:20;54:8
bill (1)
54:1
billion (1)
47:5
Bird (1)
33:18
bit (3)
12:11;50:3;59:1
black (1)
43:4
black-dashed (2)
29:17,20
blow (1)
48:15
blows (1)
48:15
blue (18)
14:8,18;15:16;
16:14,17,17,24,25;
17:9;20:4;24:25;25:4;
28:7;29:22;45:17;
49:21,22;50:1
boarding (1)
35:9
bode (1)
26:9
boilerplate (1)
9:23
boom (1)
35:4
both (2)
26:12,21
bottom (2)
28:10,17
box (1)
5:14
briefly (1)
5:7
bring (2)
22:12;63:4
bringing (2)
35:7;45:23
Bruce (3)
45:10,10;51:1
BUESING (8)
41:2,3;42:9,13,19;
43:12,16;44:1
B-U-E-S-I-N-G (1)
41:3
build (12)
14:15;17:19;18:4;
38:11,16,17;48:18,18,
19,20;49:13;63:9
built (10)
28:1;34:4,22,23;
37:2;45:21;46:3,18,
20,22
burden (3)
50:14,15;62:14
burial (2)
52:21,24
burns (1)
43:13
business (1)
34:19
businesses (1)
27:21
bust (1)
35:4
buying (1)
56:4

C

California (1)
47:8
call (6)
5:17;14:9;20:14;
34:21;42:4;63:19
called (2)
15:4;48:3
came (2)
11:5;43:10
can (32)
5:15,16;7:3;9:9;
10:1,4;18:25;20:2,5,
15;21:5,8;22:15,20;
23:11,16;24:3;28:21;
34:9;37:12;40:20;
41:14;43:2;50:12;
54:1;57:25;59:2,17,
20;61:5,13;63:22
capacity (1)
14:2
capture (1)
56:12
CapX (3)
45:19;59:3,4
care (1)
53:25
case (2)
9:12,25
cases (1)
56:2
cattle (3)
43:18,20;44:9
cause (2)
25:7,17
cement (1)
46:19
Center (2)
4:11;42:16
centerline (1)
17:21
certain (1)
27:11
certainly (2)
12:23;28:23
certificate (13)
6:25;8:23;9:8,20,
20;11:21;21:12;
23:25;27:15,23;
36:25;37:10;50:11
certificates (1)
8:11
cetera (2)
44:10,24
change (3)
35:21;47:9;51:11
changed (3)
35:21;43:18;59:1
changes (2)
38:21;50:3
Chapter (7)
7:3,4;21:19,19,21,
23,23
chapters (1)
21:25
charge (1)
35:15
check (3)
5:14;59:3,12
checks (2)
39:1,14
children (1)
32:20
Chippewa (1)
4:6
Chris (14)
51:23,23;52:6;57:7,
7,12,20;58:22,25;
59:19,22;60:3,8,23
C-H-R-I-S (1)
51:24
Cities (4)
42:15,17;45:24;
48:19
citizens (1)
7:16
city (1)
13:18
claim (2)
59:17,20
clarified (2)
23:1;37:6
clarify (4)
28:21;29:4;30:12;
39:18
clearly (1)
5:1
close (7)
30:25;31:1;32:11;
33:5,7;45:12;53:14
closes (1)
23:2
closing (1)
63:21
cloud (2)
55:11;56:8
coal (1)
47:11
coal-fired (1)
13:20
collect (2)
18:16,21
comfortable (1)
6:23
coming (7)
20:19;33:5;35:1;
47:1;52:13;55:12;
56:19
comment (16)
5:19;6:22;11:2,11,
15;22:7,21;23:2,22;
24:16,20;36:12;
52:19;56:21;60:11;
64:3
commenter (1)
31:10
commenting (1)
23:9
comments (40)
5:12,21;6:17,20;
9:14;10:23;11:3,10,
17;12:15;21:13;
22:20;23:3,5,6,13,21,
24;24:1;29:3;36:14,
15;40:24;45:7;49:16,
16;50:4,9;55:14,22;
61:15,21;62:1;63:17,
18,19,23,24;64:1,2
Commerce (12)
4:19;5:5,9;7:15;
10:12;20:17,21,22;
22:5;25:21;40:2;
50:17
Commission (43)
4:18;5:8;6:8;7:11,
12,17;8:3,7,8,14,16,
23;9:7,10,19,22;
11:19;12:11;13:25;
14:15;15:10;17:2,7;
18:18;19:13;23:23;
38:1,13,15;39:13;
46:12;48:3;49:4,7,14,
24;50:16,18,21,22;
62:15,21;63:10
Commissioner (3)
37:19,20;39:12
commissioners (3)
8:15;49:7;63:11
Commission's (2)
11:25;49:19
committees (1)
51:2
common (1)
54:15
communicating (1)
57:24
Communities (1)
15:7
Community (1)
4:11
Compaction (3)
25:16,16;35:8
companies (1)
43:1
company (1)
35:15
compensation (8)
56:18,20;57:15,16,
18,22;58:6;59:16
compete (1)
42:25
competing (1)
43:8
compile (1)
6:8
complete (4)
6:5;19:8,9,15
CON (1)
55:25
concentration (1)
42:10
concern (8)
26:16,20;27:8,22;
32:4,20;33:4;37:9
concerned (5)
25:18;44:21;55:10,
12,16
concerns (8)
10:22;24:9;25:1;
44:14;45:2;49:5,6;
54:18
concluded (1)
64:9
concludes (1)
19:20
conclusions (2)
6:12;11:14
concrete (4)
13:6;18:23,23;19:3
conditions (4)
9:23,24;10:1;24:7
conductor (1)
19:5
conductors (1)
13:8
confined (1)
44:11
connected (1)
42:3
connecting (1)
30:21
Connection (4)
4:4;9:2;13:3;24:21
consider (2)
6:9;15:11

consideration (2)
16:20;32:14
considered (4)
14:25;15:1;61:17;
63:25
consisting (1)
6:11
consists (1)
8:14
constant (1)
35:6
constructed (1)
9:9
construction (10)
9:25;18:13;19:8,14,
15,17;25:14,19,23;
27:25
consultant (1)
20:24
consumed (1)
42:12
contact (1)
5:5
contain (1)
7:25
contemplating (1)
36:17
continue (1)
18:10
continued (1)
17:5
contracts (1)
27:3
control (1)
26:23
convened (1)
4:11
Copies (2)
7:23;22:13
copy (1)
22:12
corn (5)
25:2,3;26:21;27:3,5
CORNELIUS (10)
30:17,18;31:14,17,
20;61:23,23;62:2;
63:7,14
C-O-R-N-E-L-I-U-S (1)
30:19
Cornie (2)
30:16,18
corridor (2)
28:8;53:1
COR-TEN (1)
13:7
cost (6)
26:25;33:21,24;
34:7,8;53:16
cost-effective (1)
62:18
costing (1)
54:5
costly (2)
25:12;27:7
costs (7)
25:8;26:10,14;
27:10;34:7;48:8;54:2
Counties (3)
4:7;9:1;59:5
County (13)
13:16,17;24:24;
25:14,15,20,24;26:11,
12;27:16,19;31:16;
40:11
course (2)
9:17;12:15
court (2)
4:22;23:12
courtroom (1)
6:4
covered (1)
12:25
covering (1)
47:2
create (2)
14:10;38:23
criteria (3)
7:1;9:11;62:19
crooked (2)
35:24,25
crop (1)
35:14
crops (3)
26:21,22;27:11
crosses (1)
45:20
curl (1)
43:22
current (1)
10:3
currently (1)
33:16

D

dairy (7)
30:25;44:10;55:25;
56:2,4,14;60:22
Dakota (1)
52:20
damage (3)
25:19,22;35:14
dancing (1)
58:18
date (1)
63:13
day (1)
61:19
deadline (1)
63:23
deal (8)
41:10;43:9;44:2;
46:6,24;48:6,21,22
dealing (1)
46:10
debate (1)
21:9
decades (1)
14:16
decide (2)
17:7;62:4
decided (1)
63:8
decides (2)
9:19,20
decision (17)
6:9;7:6,14,17;
11:21,23;12:12;
17:12;19:13;22:24;
49:8;50:11,19,19,23;
52:8;63:12
decisionmakers (1)
21:5
decision-making (1)
21:4
decisions (4)
8:15;9:10;50:24;
51:4
decommissioning (1)
41:13
decrease (2)
27:8;32:25
decreases (1)
25:9
decreasing (1)
26:4
defer (1)
5:21
defined (1)
29:12
delivers (1)
42:2
demonstrate (1)
38:23
Department (12)
4:19;5:5,9;7:15;
10:12;20:17,21,21;
22:5;40:2;50:17;
61:13
depending (5)
13:11;19:1,1;26:19;
52:14
depends (1)
45:3
depth (1)
18:25
describe (2)
5:7;21:2
described (1)
28:1
describing (1)
31:13
description (3)
12:8,9;13:2
design (1)
14:8
designated (1)
27:18
desk (2)
11:5;20:10
destruction (1)
26:17
detail (2)
9:4;10:13
details (1)
38:7
determination (1)
49:18
determine (2)
58:1,5
determiner (1)
17:4
develop (1)
12:9
developed (1)
25:2
deviate (1)
38:18
dial (1)
20:2
diameter (1)
18:24
difference (1)
37:23
different (10)
12:20;15:13,14;
45:17;50:1;57:25;
58:11,12;59:13,13
Dimensions (1)
18:23
direct (3)
16:3,4;55:13
directly (3)
17:14,16;20:6
dirt (1)
43:4
disappears (1)
40:16
discuss (3)
12:10;19:21;58:13
discussed (2)
12:23;21:19
discusses (2)
21:16,20
disrupted (1)
54:7
disruption (1)
25:22
disruptive (2)
25:11;26:18
distance (2)
29:5,19
Docket (5)
4:8,9;50:12;64:4,5
document (3)
21:4,25;22:22
dollar (1)
59:11
dollars (3)
36:4;47:5;60:17
domain (4)
37:9,10,15,15
DON (9)
41:2,3;42:9,13,19;
43:12,16;44:1;46:8
D-O-N (1)
41:3
done (7)
27:25;47:2;53:21;
54:9,16;56:11;57:19
double (1)
34:13
double-circuit (2)
8:25;13:4
down (10)
28:12;34:23;37:2;
42:7;46:25;47:11;
48:5,8,22;56:3
Draft (21)
10:10,13,17,24;
20:24,25;21:1,6,8,10,
16;22:4,12,15,17,21,
23,25;23:3,6,6
drawings (1)
38:20
Drive (2)
4:12;48:8
drives (1)
22:11
due (4)
16:3;25:16;27:10,
11
dumped (1)
46:19
during (7)
11:10;16:21;22:21;
25:13,19,22;62:20

E

E-002/TL-22-132 (2)
4:9;64:5
earlier (1)
15:21
early (2)
18:16;52:11
easement (22)
17:16,22,24;18:3,9,
10;19:13;34:6;36:7,
25;39:18,19,19;
40:18;44:24;45:1;
51:21;52:2,9;55:7;
58:8;60:4
easements (1)
18:12
easier (3)
22:6,7;28:11
east (7)
33:19;35:10;36:2;
42:4;45:20;47:19;
51:8
eastern (1)
42:3
east-west (1)
31:13

economic (1)
53:12
eDocket (1)
7:24
eDockets (1)
50:13
EERA (4)
7:22,22;20:23;22:5
EERA's (1)
22:7
effort (1)
57:11
eight (1)
59:11
EIS (26)
10:7,9,10,10,13;
11:9,10;20:25;21:1,6,
8,10,16;22:4,12,12,
15,17,21,23,25;23:3,
4,4,6,6
either (6)
13:9;14:11;17:20;
19:6;29:18;47:24
EK (10)
8:4,5;17:6;49:3,3;
54:20;55:4;62:6,7;
63:10
election (1)
47:8
electricity (3)
8:17;13:20;56:6
electromagnetic (1)
35:5
electronically (1)
22:4
eliminate (1)
27:2
else (7)
28:5;37:12,13;46:6;
48:14;49:24;56:5
email (3)
11:4;20:9,11
eminent (4)
37:9,10,14,15
encourage (6)
6:22;17:5;21:24;
23:22;36:16,18
end (14)
11:7;13:13,13,16;
14:5;17:3,11;19:16,
17;50:2,20;54:3;
55:11;60:12
ended (2)
56:4;57:18
endless (1)
56:16
ends (1)
50:21
energized (2)
19:9,16
Energy (35)
4:4,20;8:5,12,22;
9:2,3;12:1,7;13:3,22;
14:15,25;15:14;
16:13;17:8,13;18:3;
19:9;20:22;24:21;
33:17;34:20;35:16;
40:4;45:23;48:1,2;
51:25;55:3;56:3,15;
57:8;58:20;63:4
Energy's (1)
9:15
engineer (1)
43:25
Engineering (2)
20:23;38:20
engineers (2)
29:25;38:9
enough (2)
34:25;48:14
ensure (4)
6:15;8:19;9:25;
44:18
enter (1)
18:19
enterprise (1)
48:7
entire (2)
21:25;30:3
entities (1)
44:22
environment (1)
62:17
Environmental (11)
7:1;9:16;10:17,24;
18:14;20:22,24;24:1,
3;49:12;54:21
environmentally (1)
26:4
equally (1)
64:1
equipment (4)
19:7;26:3,3,8
established (1)
53:1
et (2)
44:10,24
evaluate (1)
44:13
even (3)
19:20;43:21;60:18
evening (1)
12:21
everybody (1)
23:14
everyone (6)
12:4;23:15;46:16;
51:9;52:20;63:22
exact (1)
63:12
examined (1)
15:1
example (1)
33:15
examples (1)
59:2
exception (2)
7:25;11:16
excluded (1)
28:13
excuse (1)
15:1
exhibits (2)
7:20,21
exist (1)
45:1
existence (1)
34:1
existing (4)
13:14;25:5;28:8;
63:1
expand (1)
33:14
expect (3)
6:3;19:14;52:8
expected (1)
11:23
experienced (1)
53:22
expert (1)
43:23
explain (3)
29:8,9;50:13
explaining (1)
39:13
extended (1)
44:18
extensive (2)
25:8;26:11
extensively (1)
26:22
extent (2)
6:17;44:15
eyes (1)
49:19

F

Facilities (2)
8:6,12
fact (2)
6:11;11:14
fact-based (1)
7:8
fair (1)
43:15
fairly (3)
6:16;40:21;59:25
fall (1)
16:12
Falls (6)
4:12;12:18;34:18;
41:4;45:11,21
families (1)
32:22
family (1)
32:16
far (6)
35:4,7;44:2,21;
54:16,17
Fargo (1)
59:6
farm (14)
25:2,8;26:8,11;
27:10,21;28:5,9;
32:22;34:7;48:13;
56:4;60:6,14
farmer (10)
31:4;32:17;34:5;
35:19;41:10;42:23,
25;55:25;56:2,8
farmers (4)
25:25;48:10;53:14;
60:12
farming (5)
26:1;28:4;33:17,20;
56:14
farmland (6)
25:6;28:10;32:15;
47:2;60:15,15
farm-oriented (1)
32:16
farms (9)
24:23;26:14,14,24;
27:13;44:10;46:18;
50:9,10
farm-to-market (1)
25:21
favoring (1)
47:22
February (3)
6:14;11:13;15:5
federal (1)
55:3
fee (1)
59:7
feedlot (1)
45:1
feedlots (1)
44:2
feel (3)
28:7,10,17
feet (22)
17:20,20;18:24,25;
27:25;28:2;29:20;
30:3,9,10;32:9,12;
33:2;37:2,5,7,8,16,25;
39:19,20;60:6
fertilizers (1)
26:5
few (2)
43:19;63:21
field (6)
25:17;27:6;35:24;
40:6,6;60:13
fields (4)
25:7,10;35:1,5
fighting (2)
42:24;56:15
figure (1)
47:22
figured (1)
33:21
file (2)
59:17,20
filed (3)
7:19;10:5;16:12
fill (1)
62:11
final (14)
6:9;7:5,17;11:9,10,
23;13:11;23:4,4;37:7;
40:5;57:18,21,23
finalize (1)
22:22
Finally (1)
5:11
find (1)
22:15
findings (2)
6:11;11:14
fine (1)
47:12
first (11)
5:18;18:22;24:10;
34:18;37:20;38:9;
45:9;56:7,20;57:21;
58:24
firsthand (1)
53:22
Fish (1)
30:18
five (5)
8:15;23:13;43:2;
49:7;63:11
five- (1)
30:22
flash (1)
22:10
flexibility (1)
30:4
floor (1)
5:16
Florida (1)
42:7
flows (1)
42:6
folks (4)
12:23;17:8;29:7;
30:9
follow (3)
23:7;25:4;36:23
follows (2)
11:12;31:16
foot (5)
36:24;37:1,8,21;
38:4
force (1)
37:12
forever (1)
35:20
form (2)
6:22;63:25
forth (1)
7:2

forward (1)
49:20
found (1)
7:3
foundation (2)
13:7,8
foundations (3)
18:23,24;19:3
four (3)
26:19;32:22;36:4
frequently (1)
19:25
friendly (2)
20:2;26:4
front (5)
11:5;23:8;36:7;
40:6;56:21
full (3)
45:22;46:1,2
further (1)
16:23
furthest (2)
21:23,24
future (1)
14:17

G

GALEN (6)
53:5,5;54:23;55:9,
15,20
G-A-L-E-N (1)
53:6
GALLAY (2)
44:7,8
G-A-L-L-A-Y (1)
44:8
Garvin (2)
13:17;48:18
gas (5)
8:17;34:21;35:2;
48:14,17
gas-powered (1)
48:13
gathered (2)
6:16;16:5
gave (1)
56:14
Gedney (1)
56:9
general (3)
58:4,16,17
generally (1)
21:21
generating (2)
13:20,23
gentleman (1)
53:19
geographic (2)
21:22;22:1
geotechnical (1)
18:14
gestures (1)
5:1
gets (2)
17:7;37:25
giant (1)
42:5
gives (1)
53:21
giving (1)
46:22
goal (1)
59:14
goes (11)
14:21;25:6;28:12;
40:15;43:18;52:25;
53:18,20;54:11;55:5,
6
Good (14)
4:1;12:13;15:8;
20:12;24:14;30:17;
38:22;39:17;41:2;
43:4;44:7;55:15;
58:18;61:19
gotta (1)
48:13
government (8)
4:17;8:10;28:13;
46:21,23;47:3,6;51:2
governor (1)
8:16
GPS (3)
26:2;31:4;55:6
Gram (1)
30:16
Granite (4)
4:12;12:18;34:18;
41:4
grant (1)
63:8
granted (4)
7:10;24:5;27:23;
37:1
grants (1)
37:10
Grazing (1)
44:25
great (1)
49:23
greater (2)
9:3;10:13
green (6)
43:9;46:11,17,17;
48:6;55:3
grew (2)
35:9;56:9
grid (1)
46:24
GROEN (10)
30:17,18,18;31:14,
17,20;61:23;62:2;
63:7,14
G-R-O-E-N (1)
30:19
ground (2)
40:21;46:20
ground-based (1)
19:7
group (2)
20:23;42:24
guarantee (2)
34:10;35:2
guess (7)
43:13;45:13;46:4;
47:22;51:9;52:19;
59:22
GUSTAFSON (3)
45:10,11;51:1
G-U-S-T-A-F-S-O-N (1)
45:11
guy (3)
56:1,13;61:1
guys (6)
36:6;47:23;53:8,15;
54:4;60:21

H

hair (1)
43:22
HALEY (4)
28:21,25;61:3,9
half (7)
45:20,22;46:2,9;
47:5;51:8;60:6
hand (7)
5:16;36:13,21;45:8;
53:3;55:12;61:22
handled (1)
61:2
hands (2)
6:2;55:10
Hanley (2)
45:11,20
happen (3)
47:20;50:25;54:23
happens (2)
12:11;44:20
happy (2)
19:21;58:13
hard (1)
48:15
head (3)
5:2;43:19;53:17
hear (2)
5:8;44:1
hearing (11)
4:3;5:4,14;6:4,7;
12:23,24;13:1;15:22;
16:1,2
Hearings (8)
4:15,16;10:18;11:2,
9,11;12:19;49:13
helicopter (1)
19:7
Hello (3)
20:19;51:23;57:9
help (2)
22:22;50:18
helpful (4)
19:24;29:3;39:13,
20
hence (1)
16:24
herds (1)
60:22
here's (1)
16:16
Hi (1)
32:2
high (1)
63:5
higher (1)
60:19
highlighted (1)
10:16
Highway (1)
54:11
highways (1)
54:11
holding (2)
10:6;12:20
home (9)
22:12,12;33:1,2;
39:3,5,7,7,10
homeland (1)
52:20
homes (7)
27:21;32:9,10,13,
19,24;33:5
Honor (9)
12:4;30:11;31:9;
39:21,23;41:16;57:3;
61:3;62:7
hope (1)
39:12
hopefully (2)
12:12;39:20
host (1)
62:18
hour (1)
54:5
hours (1)
20:13
house (1)
35:9
human (1)
24:2
hundred (2)
43:19;60:17

I

identified (2)
10:2;22:23
identify (1)
10:22
immense (1)
26:15
Impact (16)
7:1;9:16;10:18,24;
20:25;24:1;30:2;33:3;
44:25;49:12;53:10,
12,20;54:8,21;59:10
impactful (2)
16:18;17:10
impacts (15)
10:2;15:2;16:23;
18:1;21:2,6,20,22;
24:3,4;30:7;38:24,25;
54:10;58:12
important (5)
4:24;12:17;36:19;
38:8;63:2
importantly (4)
5:11;17:3,18;18:6
impression (1)
14:10
imprint (1)
60:1
improve (1)
8:18
inability (1)
27:11
include (5)
9:22,23;10:1;11:9;
64:4
included (2)
14:19;24:8
includes (4)
7:14;9:12;18:14;
39:10
including (3)
5:4;6:16;21:17
incorporating (1)
16:7
increase (2)
26:10;44:15
increased (1)
32:23
indeed (1)
14:12
independent (1)
4:16
indicated (2)
17:6;20:3
indication (1)
5:15
inform (1)
50:18
information (26)
6:16;7:7;8:1;9:14,
15;10:7,8,23;11:4,7;
12:2,13;16:5;18:17,
21;19:24;21:8,14;
22:8,25;23:1;50:12,
13;55:7;62:12,23
information-gathering (1)
16:6
informed (1)
10:9
infrastructure (1)
18:5
initial (1)

23:13
innovation (1)
48:7
innovative (1)
25:25
in-person (1)
10:17
input (4)
7:14;10:22;49:11;
50:4
install (3)
18:22;19:6;44:16
installed (2)
19:4,5
instance (1)
39:3
Instead (3)
25:6;35:24;48:20
instructions (1)
23:7
intend (1)
29:23
interactive (2)
20:1;22:9
interconnect (2)
42:3;63:1
interconnection (3)
63:2,3,5
interest (1)
20:3
interested (3)
7:16;22:2;23:23
interesting (2)
34:16;56:1
into (10)
6:21;7:20;14:16;
16:19;18:19;20:2;
28:2;32:14;38:6;
50:23
introduced (1)
32:6
investigations (1)
18:15
investments (1)
26:1
involve (1)
56:2
involved (1)
59:5
involvement (1)
11:25
involving (1)
56:6
irrigation (1)
56:10
Island (2)
33:18;47:7
issuance (1)
11:9
issue (5)
8:10;9:7;11:13;
23:4,24
issued (6)
6:13;9:21;10:11;
22:20;38:19;40:15
issues (5)
22:23;24:9;26:17;
49:6;55:5
item (1)
27:22
items (1)
9:13

J

J-0-R-G-E-N-S-0-N (1)
32:3
January (4)
10:5;15:5;23:4;
49:10
Jason (9)
41:20,21,23;42:11,
14;43:11,14,23;44:5
J-A-S-O-N (1)
41:23
job (2)
15:8;53:12
joining (1)
12:5
Jordan (1)
56:3
Jorgenson (4)
32:1,2,3;45:14
JUDGE (41)
4:1,14;5:20;6:6;
8:4;9:18;10:20;11:13;
17:2;23:18;28:20,23;
29:1;30:13;31:11,25;
33:9;36:8;37:11;
39:22,24;40:23;
41:18;44:6;45:5;
51:13,16;52:17;53:2;
55:13,18,21;56:23;
57:1,5;61:6,14,20,25;
62:6;63:15
judge's (2)
11:17,18

K

Kandiyohi (1)
4:5
keep (1)
61:14
kilovolt (2)
8:25;13:4
Kilowatt (2)
4:11,12
Kimball (1)
22:18
kind (6)
40:8,10,12,16;44:3;
51:9
Kingston (1)
33:18
knew (1)
56:13
known (1)
9:2
Kramer (16)
24:12,14,15,22;
28:24;29:2;31:3;
33:14;35:7;36:22,22;
37:19,21;39:12;41:9;
45:14
K-R-A-M-E-R (1)
24:15
kV (1)
42:2

L

laid (1)
52:7
Lake (3)
30:18;35:10;36:2
land (30)
18:7,8,10;19:11;
24:24;25:9,15;27:9;
28:9,13;32:18;34:9,
14;36:1;37:11,12;
41:6,6,10;42:21;43:1;
44:25;51:24;52:23;
53:10;54:12;57:8;
59:7,13;60:18
landlord (2)
43:2,6
landlords (1)
43:7
landowner (6)
17:14,23;18:2,5;
37:14;59:14
landowners (3)
30:5;40:5;51:21
Langan (15)
12:1,3,6;29:2;31:9,
12,15,18;37:18;41:16,
19;56:23;57:1,3,6
language (1)
17:25
large (4)
8:11;26:1,8;32:21
largest (1)
42:16
last (10)
15:5;16:12;19:18;
35:12;36:1;47:8;
56:25;57:19;58:9;
63:19
lasting (1)
52:12
lastly (1)
24:8
later (3)
9:4;10:13;32:6
Law (11)
4:14;5:20;6:6,12;
9:18;11:14,17,18;
14:13;17:2;29:11
laws (1)
7:2
learned (1)
56:7
least (3)
14:3;17:10;35:23
leave (1)
20:13
left (2)
40:17;50:8
legal (1)
61:12
length (3)
13:10,12;14:3
lengthy (1)
52:15
less (2)
16:18;27:13
letter (1)
11:4
level (1)
63:6
LEVI (4)
20:18;39:23,25;
40:1
libraries (1)
22:16
Library (1)
22:18
likely (1)
47:20
Lillian (2)
35:10;36:3
limit (1)
23:13
limited (3)
6:19;9:13;22:10
line (46)
9:1;13:4;14:2;
17:17,20;19:8,9,15,
16;25:23;26:18;
27:17,19;29:11;
30:21;31:1,16;33:1;
34:4,17,24;38:11;
39:2;41:5;42:21;
43:25;45:19,19,21;
46:2;47:4,15,16,18;
48:10,20;50:16;51:7;
53:20;54:7;56:19;
59:18;62:4,5,25;63:9
lines (14)
25:13;26:23;27:5,
13;28:16;29:18,20;
31:5;35:5;45:3,12,15;
47:13;56:12
list (2)
28:11,17
listed (1)
22:17
listening (5)
24:20;36:19;45:14;
53:7,9
Litchfield (1)
33:19
little (9)
9:3,4;10:13;12:2,
11;35:10;44:25;45:2;
60:8
live (5)
22:1;25:25;30:23;
41:3;53:11
lived (3)
33:16,16;35:10
lives (6)
8:18;24:23;46:9;
53:10;54:10;55:17
living (1)
35:3
load (1)
42:16
located (1)
4:11
location (1)
10:6
locations (2)
12:21;44:14
logs (1)
43:18
long (3)
46:22;58:1,7
longer (2)
15:15;35:17
look (12)
31:7,22;35:25;
44:19;47:14;49:15;
51:22;53:13;54:20;
55:3;62:22;64:2
looked (2)
29:16;38:10
looking (6)
34:5;40:10,12;
52:11;56:9;60:17
looks (1)
13:5
lose (1)
34:9
losing (5)
36:3;43:6,7;59:21;
60:16
loss (3)
25:17;35:15;59:21
lost (1)
54:3
lot (11)
15:9;16:5;32:20;
42:20;48:25;49:5;
50:7;51:2;52:13;
53:14;54:3
Lots (2)
19:24;54:5
loudly (1)
4:25
low (1)
59:25
luck (1)
56:17

Lyon (3)
4:7;9:1;13:17

M

Ma'am (1)
51:14
main (1)
42:9
maintain (3)
14:16;17:19;18:4
maintains (1)
18:5
maintenance (1)
25:23
major (2)
25:22;27:8
makes (4)
12:12;26:3;42:6;54:10
making (3)
6:9;9:10;47:7
manages (1)
8:9
maneuverability (1)
26:9
manner (1)
7:8
many (10)
16:20;25:10,17,24;50:2;52:21,21;54:18;58:20;60:21
map (5)
15:20;20:1,4;22:9;28:15
maps (3)
15:21;29:8,16
March (8)
11:20,23;12:12;49:15;50:24;52:9;63:12,12
Maresch (20)
33:11,12,12;55:24,24;56:24;57:9,17;58:17,23;59:17,20,24;60:5,10,25;61:7,12,14,16
M-A-R-E-S-C-H (1)
33:13
marked (1)
5:17
market (1)
58:4
Marlin (19)
33:11,12,12;55:24,24;56:24;57:9,17;58:17,23;59:17,20,24;60:5,10,25;61:7,12,16
M-A-R-L-I-N (1)
33:13
Marshall (2)
13:18;34:23
material (2)
12:22,25
Matt (17)
12:1,3,6;20:18;28:1;29:2;31:9,12,15,18;36:23;37:18;40:17;41:16,19;57:3,6
matter (3)
4:3,20;14:14
Max's (1)
24:18
may (10)
5:5;9:22,23;15:2;18:15;26:18;29:18;31:9;44:15;57:4
maybe (6)
39:7;46:25;47:8,9,25;51:10
mean (6)
31:1;38:1;54:18,18;56:19;62:24
Meaning (1)
42:13
measures (1)
21:3
Medicine (1)
4:6
Meeker (1)
4:6
meeting (5)
6:1;7:18;11:20;24:17;34:18
meetings (7)
10:7,17;11:1,8,11;28:14,14
member (1)
41:20
members (6)
6:18;20:10;23:20;26:11;40:25;61:21
mentioned (2)
46:8,11
message (1)
20:13
methods (1)
10:2
metro (2)
27:18;47:14
micro (1)
40:8
microphone (2)
24:13;51:17
might (2)
5:24;50:5
mile (8)
8:25;28:3;29:13;45:20;46:9,9;51:8;60:6
miles (1)
13:12
milking (2)
43:21;44:23
mind (1)
28:24
minimize (1)
10:2
Minnesota (28)
4:4,12,18,19;7:3,4;8:6,8;9:2;13:3,15;14:1,21;20:21;24:21;27:17;29:10;33:18,19;42:1,14;44:12;55:2;56:3,8,14;60:22;62:18
Minnesotans (1)
8:19
minor (1)
15:16
minute (1)
42:7
minutes (1)
23:14
miss (1)
33:10
missing (1)
22:25
mission (2)
8:18;48:4
mistaken (1)
37:5
mitigate (1)
44:16
mitigated (1)
24:4
mitigation (3)
21:3,20;44:19
mitigations (1)
44:18
mnenergyconnectioncom (1)
19:24
modifications (2)
24:6;49:23
modified (8)
16:14,25;17:9;20:4;24:25;28:7;49:21;50:1
money (4)
46:23;47:3;55:2;56:21
month (1)
34:17
Monticello (1)
59:6
more (13)
12:2,24,24;15:16;26:3,6;30:20;43:2;51:6;54:5,5,15;61:8
morning (9)
4:1;12:5,18;24:14,17;30:17;41:2;43:17;44:7
most (7)
5:11;21:10;25:5;27:4;35:15;42:11;47:20
mostly (1)
27:18
move (7)
23:16;26:15;27:6;39:15;40:3,22;55:11
moving (1)
56:4
MPUC (1)
64:4
much (4)
17:1;51:3;54:14;55:19
must (2)
6:4;9:7
myself (1)
49:8

N

name (10)
4:13;8:5;12:6;20:20;23:12;24:13;32:2;41:2;51:17,19
names (1)
5:17
narrow (1)
40:3
natural (4)
8:17;34:21;48:14,17
nature (1)
27:12
near (3)
13:15,17;58:15
need (26)
6:25;8:11,23;9:8,20,21;11:21;14:13;16:2;21:12;22:22;23:25;27:15,23;37:1,10,11;46:15;47:25;50:10,11,19;62:3,5,13,13
needed (8)
32:25;50:14,16,20,21,23;62:15,25
needs (3)
23:1;49:24;54:15
negotiate (3)
17:14,16,22
negotiated (1)
18:12
negotiations (3)
51:21;52:3,10
neighbor (2)
46:9;54:2
neighbors (4)
34:11;46:15;53:14;60:19
neutral (1)
7:7
new (6)
8:24;13:21,23;43:9;48:6;56:4
next (4)
10:3;30:14;32:1;52:8
night (1)
47:9
nine (2)
33:22;60:8
no-action (1)
21:18
nobody (1)
20:14
none (1)
63:20
nonprofit (1)
52:22
north (2)
13:14;21:24
note (1)
39:17
noted (1)
51:4
notice (2)
22:17;23:7
noticed (1)
29:19
November (2)
11:3;63:24
nowadays (1)
31:4
NSP (1)
54:24
Number (6)
4:8,9;20:8;22:10;64:4,5
numerous (2)
58:11,11

O

OAH (2)
4:8;64:5
obviously (1)
42:15
October (2)
10:11;14:6
odds (2)
49:1;60:12
off (3)
48:15,16;53:8
offer (1)
43:2
offered (2)
56:19,22
offering (1)
59:25
Office (2)
4:14,15
off-peak (1)
34:22
Olivia (1)
24:18
once (4)
17:13;23:15;35:19;53:1

one (42)
4:25;5:4;8:12;12:17,24;20:7;22:15;23:10;26:18,24;28:22;29:4;30:24;31:10;33:10;34:22,23;35:10;41:20;42:5;43:16;45:12,15,24;46:1,3;47:19,21,22;50:1,20;51:6,19;52:18;56:3,7,13,25,25;60:2;61:17,18
one-on-one (1)
29:7
ones (2)
30:25;43:6
ongoing (1)
26:17
online (1)
11:4
only (6)
4:24;6:21;16:5;38:12;45:22;46:1
open (4)
5:16;11:3;22:21;36:11
operate (3)
14:16;17:19;18:4
operation (4)
10:1;44:11,20;45:3
operations (3)
44:9,10,23
opportunity (11)
5:19;10:20;23:14;24:16,19;29:7;36:12,18;37:22;40:4,22
orange (1)
10:16
original (2)
15:16;19:11
originally (3)
15:14;16:17,18
originally-proposed (1)
16:24
Osceola (1)
24:23
others (3)
5:24;15:15;26:5
otherwise (1)
22:1
ought (2)
14:25;15:10
ourselves (1)
47:7
out (28)
4:21;10:6;14:21;15:5;28:2,9,15;31:6;34:22;35:16,23;42:22;43:1;47:12;48:16;49:10;50:8;52:7;53:13;54:8,10,12,24;55:4;56:5,16;60:13;62:11
outside (1)
44:24
over (15)
6:7;12:1,16;20:16;33:4;39:7;40:7,7;47:23;53:19;55:5;59:1;60:8,22,25
overall (4)
8:9;10:19,22;16:18
overlap (1)
26:6
overview (1)
11:24
own (2)
18:11;21:15
owned (1)
54:13
ownership (1)
18:6

P

packing (1)
54:4
page (2)
22:7,9
pages (1)
22:5
paid (1)
34:6
panel (2)
43:1;54:25
panels (1)
42:25
paper (1)
34:19
parcels (1)
52:13
parlors (1)
44:23
part (12)
4:17,23;14:20;15:18;16:4;36:20;43:16,17;47:3;51:1;52:3;53:12
participating (1)
15:8
participation (1)
17:5
particularly (1)
23:23
parties (2)
7:16,19
past (2)
43:18;57:16
path (1)
56:6
patterned (1)
25:13
patterns (1)
26:19
pay (4)
34:10;35:16;43:3;60:4
paying (4)
26:16;34:11,13;60:7
payments (1)
59:11
peas (1)
25:3
people (10)
11:17;21:11;30:23;31:22;42:20;45:15;46:4;48:25;54:14;55:16
per (6)
33:21,24;56:19;59:25;60:14,16
percent (1)
59:10
perhaps (1)
5:11
period (6)
11:2,12,16,16;22:21;23:2
permission (1)
63:8
Permit (19)
4:3;6:10,13,24;7:10,18;8:24;9:8,21;11:22;13:25;14:6;21:13;22:19;23:25;24:5;38:19;40:15;52:8
permits (1)
8:11
permitting (2)
40:14;54:17
person (2)
4:25;33:10
persons (1)
5:17
pesticides (1)
26:5
pests (1)
26:23
petitions (1)
34:20
phone (2)
20:8,11
phonetic (1)
30:16
physical (1)
44:22
pick (3)
20:11,14;35:14
pickles (1)
56:9
pictures (1)
35:12
piece (3)
12:17;19:18;59:13
pink (3)
15:23;31:15,20
Pipestone (1)
55:2
PITTS (4)
28:21,25;61:3,9
place (6)
29:14,23;38:2;39:2,6;45:21
placement (1)
25:11
plan (2)
38:11,20
Planner (1)
8:6
plant (7)
35:2;41:13,14;42:1;47:11;54:24;63:2
plants (1)
34:22
please (14)
20:13;22:24;23:6,10,13;30:15;31:10;39:24;41:18;51:17;55:13;57:5;61:14;64:4
plenty (1)
54:12
plotted (1)
28:15
pm (2)
63:24;64:9
pockets (1)
56:16
point (9)
4:21;10:15;13:16;49:9,18;63:3,3,5,7
pointing (1)
55:4
points (5)
13:13,14;14:5;17:11;19:17
poking (1)
43:5
pole (4)
34:12;56:19;60:2,13
poles (13)
19:4;26:10;32:21;33:17,22,22,24;34:1,7,13;35:13,16,22
policies (1)
47:6
policy (4)
46:16;47:10;48:1;49:6
portions (1)
7:25
possible (1)
6:18
possibly (3)
27:3;52:9;57:25
post (1)
44:17
poster (1)
15:21
posts (1)
43:5
potential (6)
21:2,2,5,16,20,22
Potentially (2)
26:17;28:2
power (24)
27:5,16,20;33:1;34:25;35:5;41:5,13,14;42:1,1,6,11,17;45:2,12,15,19;47:4,12,13;48:10,20;51:7
powering (1)
55:1
practice (1)
26:25
practices (1)
26:2
precisely (1)
26:6
preference (6)
14:11,17;16:10,11,13;17:9
preferred (3)
16:10;17:1;20:4
prefiled (1)
7:23
prepare (2)
6:11;21:11
prepared (3)
18:17;20:24;45:13
present (2)
4:22;59:18
presentation (6)
9:5;10:14;11:7;12:16;29:9;34:3
presentations (1)
23:19
presented (2)
7:7;10:24
presenters (1)
5:22
preside (1)
6:7
pretty (1)
20:12
primarily (2)
13:22;42:15
primary (2)
32:10;33:6
principal (2)
51:24;57:8
Print (1)
22:13
private (3)
26:12,12;48:7
probably (3)
48:4;54:13;59:4
problem (1)
41:11
problems (1)
48:22
Proceeding (1)

64:9
process (26)
8:9;10:8,15;14:21;15:4,9,19;16:1,1,6;17:6;18:13;19:10,17,20;32:7;36:20;38:7;44:12;49:9,17;50:7,20;51:22;52:15;58:1
processes (2)
50:2;62:20
produces (1)
42:1
production (2)
25:8;28:9
profile (1)
38:20
prohibit (1)
28:4
Project (55)
4:5;9:3,4,6,9;10:19,21,23;11:22,25;12:2,9,10,20,21;13:2,3,10,13,13,19;14:1,5;15:7;17:11;20:7,10;21:3,6,7,9,17,19;22:8,16,20;24:1,3,21;38:9;41:19;44:13,15,17,17,20;57:15,19,22;58:7,9;59:3,12;62:15;63:6
project-related (1)
24:9
projects (2)
58:11,15
project-specific (2)
19:23;20:9
prone (2)
25:14,15
pronounce (1)
30:15
proof (3)
50:15;53:23;62:14
proper (1)
9:25
properties (2)
58:2,12
property (7)
17:25;28:2;33:23;35:14,22;52:24;59:15
propose (4)
14:2,12;29:11,11
proposed (33)
9:4;12:14;14:24,25;15:3,14,17;16:17,19;17:16;23:25;24:21,24;25:1,4,5,25;27:9,17,24;28:12;30:1;35:11;38:25;45:12;47:18;49:2;50:5;51:7;52:23;57:14,16,18
proposing (6)
20:5;38:11;39:5,9;45:19;51:8
prove (5)
50:15;53:24;62:14,14,21
provide (13)
9:3;10:12,21,23;11:3,17;12:2,8;14:3;22:20;38:22;40:21;62:19
provided (2)
9:17;21:14
provides (4)
12:13;18:3;55:7;62:23
proximity (1)
44:21
public (37)
4:3,18;5:4,12;6:8,17,18;7:24;8:6,8,14;9:6,14;10:6,18;12:19;14:23;15:6,23;16:7,8,21;22:15,18;23:2,5,21;40:25;45:25;46:12;48:1,2;49:3,11;50:3;61:21,24
PUC (4)
4:9;7:21,21;22:5
purple (8)
14:7,18;15:17;16:19;29:22;31:21;32:7,10
purpose (3)
7:6;13:19;21:1
put (5)
34:20;35:20;37:2;49:20;60:2
putting (1)
35:16

Q

quarter (2)
28:3;29:13
quick (2)
23:9;62:25
quite (2)
50:3;59:1
quote (1)
29:12

R

rain (2)
26:19;55:11
raise (6)
5:16;26:21;27:3,11;36:13;55:12
raised (1)
37:21
raising (1)
6:2
ran (1)
35:22
Randy (10)
24:12,14,15,22;33:14;35:7,8;36:22,22;41:9
R-A-N-D-Y (1)
24:15
range (4)
30:23,24;59:8,11
rates (1)
8:21
rather (2)
30:4;32:17
read (5)
21:24;36:25;37:4;47:3;48:12
real (2)
62:24,25
realize (1)
29:8
really (7)
17:5,25;39:1;40:11,12;44:11;45:3
reason (1)
50:8
reasonable (1)
8:20
reasons (1)
38:22
receive (1)
49:16
received (5)
7:20;9:13,14;11:10;18:15
recently (1)
10:11
recite (1)
62:12
recommendation (2)
7:9,13
recommendations (2)
6:12;11:15
record (15)
4:23,24;6:5,8,20,21;7:14,21;9:12,24;23:11;28:22;49:13,15;59:4
recoup (2)
31:6;34:2
recreational (1)
57:25
redesign (1)
25:13
reduce (3)
15:2;16:23;30:7
redundant (1)
51:9
Redwood (1)
4:6
regardless (1)
63:25
region (5)
21:22;22:1;42:12,16,17
register (4)
5:15,18;24:11;36:10
regulates (1)
8:17
relevant (2)
6:16;9:11
reliable (1)
8:19
relocate (1)
33:1
remarks (1)
63:21
remember (1)
35:19
remind (3)
52:19;61:25;63:22
reminder (1)
23:9
removed (1)
39:8
renewable (5)
13:22;34:17;45:23;46:17;63:4
renewables (2)
42:24;46:11
renting (1)
42:25
Renville (6)
4:6;24:24;25:14,15,24;27:16
repair (1)
26:15
replace (1)
13:19
replacement (1)
35:13
replacing (1)
13:21
report (9)
6:11,13,24;7:5,6,12;9:17;11:18,18
reporter (2)
4:22;23:12
representatives (1)
20:7
represented (2)
15:20,22
represents (1)
29:19
request (3)
6:10;7:9;37:4
requests (1)
18:16
require (1)
17:19
required (2)
14:3;29:6
requirements (1)
24:7
research (1)
58:14
residences (1)
39:11
resident (1)
24:23
residential (1)
57:24
residents (1)
28:12
respect (2)
44:9;53:21
respectful (2)
6:3;61:15
respond (3)
11:10;23:5;57:2
responsible (1)
26:16
rest (1)
52:12
restoration (1)
19:10
restore (1)
44:19
restrictive (1)
27:12
results (1)
44:18
retired (1)
55:25
retiring (1)
13:21
return (1)
19:10
review (13)
6:19;8:9;10:4;14:21;15:19,25;16:7;19:19,20;20:22;22:3,14;30:1
reviews (2)
9:12;38:19
revise (1)
23:3
ridiculous (1)
47:17
right (47)
4:1;13:6;17:15;18:6,19;20:9,11;23:18;24:10;25:5;27:24;29:6,14,23;30:9,14,25;32:1;33:9;36:8,21;37:24;38:2,4;39:8,10,11;40:23;45:5,10,18,21,24;46:2;48:16;49:19;50:22;51:14;52:5;53:2,3;55:18,21;60:3;61:22;63:20;64:7
right-of-way (1)
17:18
rights (4)
48:17;51:24;57:8;59:15
risk (1)
32:23
road (4)
46:25;47:11;48:5,23

roads (4)
25:19,20,20,22
Rockies (1)
42:4
rodeo (1)
58:24
ROGERS (14)
51:23,23;52:6;57:7,7,12,20;58:22,25;59:19,22;60:3,8,23
R-O-G-E-R-S (1)
51:24
role (3)
4:23;5:7;6:15
rolls (1)
20:10
room (2)
22:14;29:17
roughly (2)
33:24,25
Route (110)
4:3;6:10,12,24;7:10,18;8:11,24;9:8,21;11:22;13:11,24;14:4,6,7,8,9,9,9,10;15:9,13,15,19;16:10,11,14,15,17,18,19,22,24,25;17:1,4,7,10,10,12,13,15;18:18;20:4;21:12;23:24;24:4,5,25;25:1,4,6,10,25;27:10;28:7,11;29:5,12,12,21,22,24;30:2,3,4,6,7,20;31:12,13,16,21;32:5,6,7,8,10,12;33:5,6;37:23;38:4,10;39:4,6,14,16;40:1,9,13,15,19;41:7;43:17;45:18;47:19,21;49:2,19,21,22;50:1,2,3,24;51:7;52:14;57:23
routed (1)
27:16
routes (12)
12:9;14:4,11,13,14,18,23;15:17;28:6;35:11;41:5;45:17
routing (1)
25:7
rows (1)
10:16
Rule (2)
7:4;9:11
rules (3)
7:2,2;47:8
run (3)
32:18;33:18;53:19
runners (1)
32:22
running (3)
33:22;35:24,25

S

sacred (1)
52:21
safe (3)
8:19;9:25;62:17
safety (1)
32:19
same (9)
10:6;12:22,25;27:6;34:11;38:12;45:22;46:10;60:19
Sandnes (1)
32:5
saw (1)
45:9
scale (1)
61:17
schedule (5)
10:4;11:19;52:7;57:22;58:6
scheduled (1)
63:13
scoping (11)
10:7;15:4,8,23;16:8,21;21:13;22:24;28:13;49:10,11
SCOTT (9)
8:4,5;12:3;49:3,3;54:20;55:4;62:7;63:10
screen (3)
13:5;15:20;20:8
screening (1)
44:12
second (3)
41:20;52:3;58:9
secret (1)
8:1
section (2)
28:5;34:19
seed (1)
54:4
seeing (2)
36:1;63:20
seek (1)
17:22
seems (2)
47:16;51:8
segment (6)
15:10,13;16:22;32:5,18,21
selected (3)
14:14;17:7;24:6
self-weathering (1)
13:7
sell (2)
33:1;37:12
selling (1)
58:3
sense (2)
54:11,16
separate (2)
7:18;14:4
September (1)
16:3
services (2)
8:18,20
set (7)
7:1;19:4;28:1;33:21,22;46:13;58:6
seven (3)
16:22;18:24;59:11
several (3)
12:19;22:3;54:22
severe (1)
25:15
Shaddix's (1)
4:22
shaker (1)
53:17
shaking (2)
5:1;6:2
share (1)
19:19
shared (1)
38:12
sheet (3)
5:15,18;53:23
sheets (2)
24:11;36:10
Sherburne (3)
4:5;9:1;13:16
Sherco (5)
13:14;34:22;41:25;63:1,1
shops (1)
27:21
short (1)
46:21
shortly (1)
52:10
show (4)
5:25;26:18;30:21,21
showed (4)
38:16;54:25,25;56:11
shown (1)
62:3
shows (1)
10:3
shut (2)
48:15,16
side (6)
13:9;17:21;22:14;29:18;37:8;55:15
sidestep (1)
61:13
sign (1)
5:15
signal (4)
31:6,7;54:3,6
signals (1)
55:6
signed (1)
18:13
significant (5)
15:18;25:1,8,17,18
significantly (2)
26:13;32:25
signing (1)
36:6
similar (1)
13:5
simply (1)
52:2
site (1)
19:10
sites (3)
52:21,21,24
siting (2)
40:5,8
sitting (6)
34:14;35:8;53:7;54:3,6;55:10
situation (1)
32:17
six (3)
16:22;57:9;60:17
six-mile (1)
30:22
size (1)
9:6
skeletons (2)
46:25;47:1
SKGEFTE (6)
53:5,5;54:23;55:9,15,20
S-K-G-E-F-T-E (1)
53:6
slide (3)
10:3;11:6;13:6
slight (1)
30:6
society (1)
62:16
soil (1)
25:16
soils (1)
19:1
solar (8)
13:23;35:1;37:12,13;42:24;43:1;47:1;50:9
sold (3)
34:9;36:2;60:15
somebody (1)
41:14
someone (2)
37:11;46:6
sometime (2)
52:8;63:12
somewhere (3)
38:3,4;59:8
soon (1)
20:15
sorry (5)
29:1;33:10;41:22;45:9;62:2
sort (1)
40:13
sound (1)
33:17
sounds (1)
51:2
sources (2)
13:22,23
south (4)
13:18;21:23;45:23;63:4
southern (2)
13:16,17
Southwest (3)
27:17;41:4;63:4
spaghetti (1)
46:6
speak (9)
4:25;5:13;20:6;23:15;29:7;35:4;36:17;43:12;48:25
speaker (1)
23:10
speakers (3)
4:25;5:25;36:9
speaking (2)
23:11;30:20
special (1)
9:24
specific (2)
17:25;40:21
specifically (1)
61:5
spell (3)
23:12;24:13;51:17
spent (2)
56:15;57:9
spin (1)
53:8
spraying (3)
26:20,22;27:5
spread (2)
46:5,5
spring (1)
52:9
St (1)
56:8
staff (2)
5:10;52:7
standards (1)
46:21
Standing (5)
41:23;42:11,14;43:11;44:5
S-T-A-N-D-I-N-G (1)
41:24
STANDNG (3)
41:21;43:14,23
start (3)
52:3,9;57:20
starting (2)

52:11;58:2
starts (1)
44:13
state (23)
4:17;14:1,13,21;15:1,12,19,25;16:9;19:11,19,20;23:11;24:13;29:10,11;34:20;38:19;49:22;51:17;54:13;58:16;60:22
stated (3)
16:13;17:1,9
Statement (9)
7:1;9:16;10:18,25;20:25;24:2;42:19;49:12;54:21
statements (1)
34:3
statute (3)
7:2,3;9:11
Stearns (1)
4:5
steel (3)
13:7,9;19:4
step (3)
14:20;15:25;18:22
steps (2)
11:8;17:12
stick (2)
40:7,7
still (8)
23:16;35:25;38:19;41:6;49:24;50:7;58:18;63:22
straight (3)
35:24;41:6;54:12
straightened (1)
35:23
stray (2)
44:14;56:12
structure (2)
13:8,9
studied (1)
29:25
studies (2)
54:16;58:4
study (5)
40:2,12,20;54:9;58:5
stuff (5)
44:3;46:12,17;48:1;53:8
subject (1)
54:19
subjects (1)
54:22
submit (3)
16:2;63:23;64:3
submitted (4)
13:24;14:22;15:9;64:2
substantive (1)
23:5
substation (1)
13:15
substrate (1)
19:1
sucker (1)
35:20
sued (1)
60:21
sugar (2)
25:2;26:21
suggest (1)
62:22
suggested (1)
16:21
suggestions (1)
15:9
summarize (1)
7:6
summary (2)
62:25;63:6
summer (1)
21:10
summer's (1)
35:13
supply (1)
47:14
supplying (1)
47:12
support (1)
5:25
supposedly (1)
46:17
sure (17)
18:2;30:8,14;31:11,19;32:13;37:22;38:21;42:20;43:11;52:1,25;55:20;57:12;59:12,23;60:13
survey (1)
52:25
surveys (1)
18:14
sustainable (1)
8:20
Suzanne (1)
4:13
sweet (5)
25:3,3;26:21;27:3,5
system (3)
7:24;42:2,5
systems (1)
26:13

T

table (4)
22:11,13;23:8;62:10
tail (1)
43:13
talk (5)
4:25;21:21;34:16;39:18;45:13
talked (1)
56:20
talking (9)
15:21;40:17;41:9;46:16;48:10;56:1,11;57:10;58:15
tap (1)
58:18
taxes (2)
34:10,11
team (4)
20:10;21:11;38:9;41:19
technically (1)
42:6
technology (1)
54:4
telephone (1)
8:17
temporary (2)
40:14,19
ten (3)
22:15;59:4,9
term (1)
46:22
terming (2)
16:14,25
terms (3)
13:2;18:9;19:12
testimony (7)
7:20,23;9:16;16:2,3,4;49:22
testing (1)
44:17
that'll (1)
51:10
thereafter (1)
52:10
Therefore (1)
4:24
thinking (1)
33:23
third (1)
56:13
though (1)
60:18
thought (1)
50:5
thousand (4)
36:3,4;59:11;60:17
thousands (1)
46:19
three (6)
26:19;35:17,18;36:3;56:1;61:8
throughout (8)
12:20,21;15:7;16:6;19:19;22:16;49:17;52:21
throws (1)
31:5
tile (4)
26:12,13,15,18
tiled (2)
25:10,13
timeline (1)
19:12
times (4)
43:2;50:2;60:21;61:8
title (1)
16:16
titled (1)
14:7
today (16)
5:4,7;8:12;15:22;20:19;22:14;23:10;24:18,25;34:4;38:13;49:25;53:24;59:21;60:11;64:1
TODNEM (36)
4:1,13;8:4;10:20;11:13;23:18;28:20,23;29:1;30:13;31:11,25;33:9;36:8;39:22,24;40:23;41:18;44:6;45:5;51:13,16;52:17;53:2;55:13,18,21;56:23;57:1,5;61:6,14,20,25;62:6;63:15
together (1)
35:9
told (1)
43:9
toll-free (1)
20:8
tomorrow (1)
12:22
tonight's (1)
24:17
took (4)
10:7;16:19;21:10;35:12
topic (1)
48:9
tops (1)
20:10
touch (1)
20:15
touches (1)
54:21
touching (1)
54:19
tour (1)
54:25
tower (1)
46:20
towers (7)
25:12;26:10,24;27:12;28:16;46:20,25
town (1)
13:17
Township (5)
24:23;25:19;32:5;35:10;36:3
tractors (1)
55:6
trade (1)
7:25
transcript (1)
5:3
transmission (11)
8:25;13:4;17:17;25:12;26:23;27:12,19;28:16;42:5;43:25;50:16
tribal (1)
52:25
true (1)
14:12
trust (1)
51:3
try (3)
33:1;44:16;57:4
turbines (1)
47:14
turn (5)
8:2;12:1;20:16;24:10;53:23
turned (1)
35:2
tweaks (1)
15:16
Twin (3)
42:15,17;48:19
two (10)
14:3,4,12,14;26:18;32:13;34:21;36:3;47:4;50:24
two-plus (1)
19:16
types (3)
25:16;58:3,11
typically (1)
60:3

U

Ultimately (2)
15:12;17:6
under (1)
7:13
undergone (1)
58:4
underneath (2)
31:5,21
understood (1)
37:23
undue (1)
38:24
unique (3)
14:20,20;21:25
unit (1)
8:10
universe (1)
40:13
unquote (1)
29:12

up (31)
11:6;20:8,11,14;22:11;26:18;29:13;30:16;35:7,9,14;36:7,11,23;37:14;42:1;43:12;47:1,2;53:15;55:1,10;56:4,14,19,21;57:18,21;60:12;62:21;63:1
upfront (1)
34:8
uploaded (1)
22:6
upon (2)
26:19;33:14
use (7)
5:1;18:8,9;20:2;26:22;33:15;40:20
used (9)
18:8;21:4,8;25:20;27:18,20;34:25;59:7,9
user (1)
20:2
uses (1)
31:4
using (3)
6:1;37:21;60:15
Utilities (12)
4:18;6:8;8:7,8,14;9:7;44:11;45:25;46:12;48:3;49:4;61:24
utility (1)
8:20
utilizing (1)
26:25

V

valuable (2)
25:6;28:9
valuations (2)
58:2;59:1
value (8)
27:9,13;32:15,24;54:10;59:7,21;60:14
values (2)
25:9;53:11
various (1)
58:3
vegetables (1)
56:10
venture (1)
27:7
verbal (1)
64:1
versa (1)
42:8
versus (3)
40:6,7;47:20
vice (1)
42:7
view (1)
22:7
voice (1)
33:4
voicing (1)
32:4
voltage (2)
44:14;56:12
voluntary (3)
18:16,19;44:12

W

waiting (1)
54:6
WALLER (4)
28:21,25;61:3,9
Walz (1)
47:6
wants (3)
5:3;45:15;47:23
wasted (1)
57:10
water (1)
56:10
way (17)
6:21;17:15;18:7;27:24;29:6,15;30:5,9;37:24;38:2,4;39:9,10,11;42:7;48:8;58:19
ways (3)
13:18;22:3;25:5
WAZIYATAWIN (6)
51:15,18,18;52:5,16,18
W-A-Z-I-Y-A-T-A-W-I-N (1)
51:19
wealth (1)
46:5
web (2)
22:5,9
website (2)
19:23,25
weeds (1)
26:23
weeks (1)
57:10
weigh (1)
49:24
weighs (1)
9:11
welcome (4)
4:2;6:1;12:24;23:21
what's (4)
12:14;40:16;50:23;59:19
whenever (1)
18:17
wherever (1)
39:2
whole (11)
18:2;40:11,13;48:9,9;56:4;59:14;60:11,14,20;62:18
wide (2)
60:1,6
width (20)
17:18,20;29:5,13,24;30:2,3,4,6,7;37:21;38:5;39:4,14,16;40:1,9,13,15,19
Willmar (1)
56:14
wind (9)
13:22;37:12,13;46:18,25;47:13;48:13,14;50:10
windmills (2)
35:1;55:1
wire (1)
19:5
wires (2)
13:9;46:1
wish (1)
35:12
within (19)
13:15;18:7,10;29:14;30:3,23;32:8,11,12,18;33:2;38:3,4;39:3,8,10,16;45:1;52:24
without (1)
7:8
word (1)
51:19
words (3)
34:12,24;48:24
work (4)
20:20;30:5;40:4;54:7
worked (1)
58:20
worry (1)
32:19
Wow (1)
61:16
Wright (1)
4:5
writing (1)
6:20
written (4)
11:2;63:23;64:2,3
wrong (3)
37:3,17;48:5

X

Xcel (33)
4:20;7:22,22;8:22;9:3,15;12:1,6;14:15,25;15:3,14;16:13;17:8,13;18:3;19:9;33:17;34:20;35:16;36:5;40:3;47:3,4;49:19;50:13;51:25;53:21;54:1;56:2,15;57:8;58:20
Xcel's (2)
49:25;63:3

Y

yards (2)
32:21;46:19
year (9)
13:24;19:14,17;33:24;36:2;52:12,13;53:16;54:2
years (13)
25:17;26:19;33:17,20,25;35:17,18;53:18;56:15;58:21;59:2,4,9
Yellow (1)
4:6
yep (1)
60:9

Z

zero (2)
32:10;33:6

1

1 (4)
7:21,22,22;14:9
1,000 (13)
28:1;29:20;30:3,10;36:24;37:1,5,8,16,21,25;38:4;39:19
1,000-foot (3)
27:24;39:4,16
10 (2)
60:7;61:17
11 (1)
30:23
11:00 (1)
4:10
12 (1)
18:24
12:30 (1)
64:9
13 (4)
7:21;21:21,23;32:9
15 (2)
7:22;56:15
150 (11)
17:20;27:25;30:9;32:12,18;33:2;37:2,7;39:19;60:1,6
150-foot (7)
29:14,24;30:2,6;38:2,3,3
15-day (1)
11:15
17 (1)
58:22
175 (2)
8:24;13:12
180 (2)
8:25;13:12
1980s (1)
54:24

2

2 (1)
14:9
20 (2)
7:22;18:25
200 (1)
36:1
2023 (1)
14:6
2024 (1)
63:24
2025 (3)
6:14;11:20;19:14
2026 (2)
19:15;52:13
2028 (1)
19:16
209 (1)
32:5
216E (1)
7:3
220 (1)
60:16
23 (1)
54:11
23-2500-39782 (2)
4:8;64:6
24 (1)
20:13
25 (1)
21:11
25th (2)
11:3;63:24

3

300 (1)
32:8
345 (3)
8:25;13:4;42:2

4

4 (1)
21:19
4:30 (1)
63:24
400 (1)
32:8
46 (1)
33:16

5

5 (1)

21:19

6

6 (2)
21:21,23
60 (1)
18:25
600 (1)
4:12
63 (1)
15:12
6th (2)
6:14;16:3

7

70 (1)
33:25
75 (3)
17:20;37:7;59:10
7850 (1)
7:4

8

80 (1)
59:10

Olivia Public Hearing Transcript

PUBLIC HEARING - OLIVIA - 22-131 & 22-132

BEFORE THE OFFICE OF ADMINISTRATIVE HEARINGS

OF THE STATE OF MINNESOTA

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION

In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties in Minnesota

OAH DOCKET NO. 23-2500-39782
PUC DOCKET NO. E-002/TL-22-132

Max's Grill
Olivia, Minnesota

Met, pursuant to Notice, at 6:00 in the evening on November 6, 2024.

BEFORE: Judge Suzanne Todnem

REPORTER: Janet Shaddix Elling, RPR

APPEARANCES:

HALEY WALLER PITTS and LISA AGRIMONTI, Attorneys at Law, Fredrikson and Byron, hwallerpitts@fredlaw.com, lagrimonti@fredlaw.com, appeared for and on behalf of the Applicant.

XCEL ENERGY: Matt Langan

EERA STAFF: Andrew Levi

PUC STAFF: Scott Ek

WHEREUPON, the following proceedings were duly had and entered of record, to wit:

I N D E X

SPEAKER	PAGE
Judge Todnem	4
Scott Ek	8
Matt Langan	12
Andrew Levi	21
Brian Greenslit	25
Ron Branstner	28
Jacob Kramer	35
Brad Ryks	42
William Schwandt	43
Michael Macik	45
Brian Maertens	57
Leroy Ruud	59
Shirley Molenaer	64
Jane Youngkrantz	68
Jeff Marlowe	71
Jacob Kramer	76

JUDGE TODNEM: Good evening.

I'd like to welcome you all to this public hearing In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties.

This is OAH Docket Number 23-2500-39782, and PUC Docket Number E-002/TL-22-132. Today is November 6th, 2024. It is about 6:00 p.m. and we have convened at Max's Grill located at 2425 West Lincoln Avenue in Olivia, Minnesota.

My name is Suzanne Todnem and I'm an Administrative Law Judge with the Office of Administrative Hearings. The Office of Administrative Hearings is an independent agency in state government. It is not a part of or affiliated with the Minnesota Public Utilities Commission, the Minnesota Department of Commerce, or the Applicant in this matter, Xcel Energy.

I want to take a moment to point out that we do have a court reporter here with us. Ms. Shaddix's role is to record everything that is said as part of the record. Therefore, it is important that only one person speak at a time, that

speakers speak loudly and clearly, please don't make gestures such as shaking your head.

If anyone wants to see a transcript of the public hearings, including the one here today, you may contact the Department of Commerce to make arrangements.

Today I will briefly describe my role and then you will hear from the Commission, then the Applicant, and then the Department of Commerce staff. And then, finally, and perhaps most importantly, time for you, the public, to make comments or ask questions.

If you would like to speak at this hearing, there was a box to mark that indication on the register sheet when you entered, or you can raise your hand when I open the floor. I will call the names of persons who marked the registered sheets first.

This comment and question opportunity is for you to address me, the Administrative Law Judge, with your comments or questions. I will then defer to the other presenters as appropriate for any answers to the questions.

I understand others in attendance might want to show their support for speakers at the

meeting. And you are welcome to do so using ASL applause, which is raising and shaking your hands. I expect respectful behavior as when you're in a courtroom as this is a hearing and, again, we must be able to make a complete and accurate record.

As the Administrative Law Judge, I have been assigned to preside over this hearing to compile a record for the Public Utilities Commission to consider in making a final decision on the Applicant's request for a route permit and to prepare a report consisting of findings of fact, conclusions of law, and a recommendation on the route permit application. My report will be issued on or about February 6th, 2025.

My role is to ensure that all relevant information is gathered fairly, including comments from the public, and that to the extent possible, questions from the members of the public are answered. Because my review is limited to the record, the comments you make here or in writing are the only way to get them into the record. So I encourage you to comment in whatever form you are comfortable.

My report will address the route permit application, the certificate of need, and the

Environmental Impact Statement based on criteria set forth in statute and rule. Those rules or laws can be found in Minnesota Statutes 216E, and Minnesota Rule Chapter 7850.

My report, however, is not a final decision. My report will summarize all the information presented in a neutral and fact-based manner, without advocacy, and to give a recommendation as to whether the Applicant's request for a route permit should be granted by the Commission.

The Commission will then take my report and recommendation under advisement and base its decision on the record, which includes input from the Applicant, the Department of Commerce, interested parties, and from citizens. The Commission will make a final decision on the route permit application at a separate meeting.

The parties have already offered some testimony and exhibits that have been received into the record at the first public hearing. I have received Exhibits PUC 1 through PUC 13; EERA 1 through EERA 13; and Xcel 1 through Xcel 20. Copies of the prefiled testimony are available to the public through the eDocket system with the exception

of portions that contain trade secret information.

And, with that, we'll begin with the Commission's presentation.

MR. SCOTT EK: Thank you, Judge Todnem.

So my name is Scott Ek, I'm an Energy Facilities Planner with the Minnesota Public Utilities Commission.

The Minnesota Public Utilities Commission manages the overall review process and is the government unit with the authority to issue a certificate of need and a route permit for a large energy facility similar to the project that we're here for.

The Public Utilities Commission consists of five Commissioners appointed by the governor, regulates the electricity, natural gas, and telephone services, and its mission is to improve the lives of Minnesotans by ensuring safe, reliable, and sustainable utility services at just and reasonable rates.

So we're here tonight because Xcel Energy has applied to the Commission for a certificate of need and a route permit for a new approximately 175 to 180 mile 345 kilovolt double-circuit transmission line between Sherburne and Lyon Counties. It's also

known as the Minnesota Energy Connection Project. And Xcel will be up later in this presentation to provide greater detail on the project.

But for a project of this size, the Public Utilities Commission, as I said, must issue a certificate of need, that's whether the project is needed, and a route permit before the project could be constructed.

In making these decisions, the Commission weighs criteria that are outlined in rule and statute, and reviews the record of the case. And that includes -- it's not limited to these, but these are some of the big ones, all the public comments that are received, information that's in Xcel's applications, information in the Environmental Impact Statement, testimony that's been provided and, finally, the report of the Administrative Law Judge.

When it issues a certificate of need or a route permit, the Commission many times looks at that record and may include additional special conditions to ensure proper and safe construction to address any impacts that have been identified during this process and include methods to minimize or avoid any of those identified impacts.

This next slide shows the current application review schedule. As you can see, we were out here in -- well, the application was filed in January, and we were out here for public information meetings, similar to tonight, but at that time we were looking for comments for the scope of the EIS. For information and impacts that folks wanted studied in the EIS.

The Draft EIS was recently issued in October. Andrew with the Department of Commerce will provide more detail on the Draft EIS after my presentation.

So now in this process we're at, we're at those orange-colored rows, and these are the Draft EIS meetings and public hearings. And these meetings and hearings provide an opportunity for folks to ask questions about the proposed project, provide additional input, identify concerns with the overall project, and provide comments about information that was presented in the Draft EIS.

We've held, let's see, three meetings last week, one online meeting. We had a meeting today and we will have two tomorrow. Everything that's presented at these meetings is the same for each meeting, so you only have to attend one, if you

like. It's all going to be the same information.

In addition to these meetings and hearings, it's important, there's a written comment period that's open until November 25th, where folks can provide comments by letter, email, or online. And there's information on the desk out front on how to submit those comments and more information on the project, the process, and whatnot. There also will be a slide at the end of the presentation that will provide that information.

So the steps after these meetings and hearings include issuance of what would be the Final EIS, and that will respond to the comments that were received on the Draft. In February, as Judge Todnem said, she will issue her findings of fact, conclusions of law, and recommendations. And after a 15-day exception period, where people can provide exceptions to Judge Todnem's report, the Commission will -- it is anticipated to make a decision on the certificate -- I always have a hard time saying that, on the certificate of need and route permit. And that's anticipated to be sometime in March of 2025. An exact date hasn't been scheduled, but that'll be noticed when it is, when it does happen.

So that's just a quick review of the

process and where we're at, what tonight is about.

So I'll turn it over to Matt Langan with Xcel Energy who will provide more detail on the project. Thank you.

MR. MATT LANGAN: Thank you, Scott. And thank you, Your Honor.

Good evening, everyone. Thanks for attending tonight.

My name is Matt Langan, I'm with Xcel Energy.

As Scott indicated, I'm going to provide some details about the project itself that we're proposing. I'll talk a little bit about how we developed the routes that we're proposing and how we reviewed those routes, and then talk a little bit also about what happens after the Commission approves a single route between the project end points. Construction easement negotiations, how to contact us, some of those details.

So that's what I hope to accomplish over the next few minutes describing the project and, of course, we'll be available after the presentation for any questions or comments that you have.

So as Scott indicated, the project is called the Minnesota Energy Connection Project. It

is a double-circuit 345 kilovolt transmission line. The length of the project between project end points is anticipated to be about 175 to 180 miles in length. Those project end points are on the north side at our existing Sherco substation in Becker, Minnesota, Sherburne County. And then the southern end point is in southern Lyon County near the town of Garvin.

The purpose of the project is to replace coal-fired electricity that has been generated and those units are retiring. And we are replacing that electric generation with new renewable sources of energy, primarily wind and solar. So that's the purpose of the project.

I'll say that the double-circuit 345 kilovolt transmission line looks a lot like the picture that we have on the slide on the screen.

Some of the details about what that is. There is a concrete foundation at each structure. That concrete foundation is between seven to 12 feet in diameter, just to give you the idea of the size of the foundation. And then a single structure is erected above, on top of that concrete foundation. The steel structure is approximately 140 feet in height, so about 140 feet above grade. Conductors

or wires will be placed on both sides of that single structure, just as you see in the picture here. And then the span between structures is approximately 1,000 feet, so there are about five structures per mile. So I wanted to just provide a little bit of detail around what a double-circuit 345 kilovolt transmission line is.

So, as Scott indicated, when we as a company want to propose a transmission line of this capacity and this length, we need to apply to the Public Utilities Commission for a route permit. And in the state of Minnesota, for a line of this size and capacity, we need to propose in that application at least two different routes between project end points. So two alternative routes between project end points. So that's what we did when we filed our application a year ago in October of 2023.

We named those two routes the blue route and the purple route. Importantly, we named them that instead of Route 1 and Route 2 or Route A and Route B because we did not have a preference of which route would be permitted by the Commission. Our job was to propose two routes that we knew, whichever the Commission would approve, that we could build it, we could operate it, and we could

maintain it for years and years to come. So those were the two routes that we proposed.

The way that we came up with those two routes was to seek public input on which route would be least impactful between project end points. So we started out about a year before we ever applied and took a look at a whole lot of different route alternatives, asked the public for their feedback on which are least impactful, and we developed these two routes.

When I say that we solicited input from the public, that's not only individual landowners, but it's also local communities, local government units, state and federal agencies, and other stakeholder groups. And so that's how we developed these two routes that we've proposed.

So after we file an application, something that's unique to the state of Minnesota is that they will host a round of public scoping meetings. Scott described these. They occurred. We were here at Max's Grill last January.

And one of the things the state asked for is are there other routes, are there other route alternatives that the Public Utilities Commission should consider beyond what Xcel Energy has

proposed. Are there other routes or route segments that would be less impactful than what the Applicants have proposed. And this community and communities all throughout the project area did a tremendous job participating in that. And in the end the state accepted 63 different route segment alternatives throughout the project area that the public thought were less impactful than the corresponding nearby route that we proposed.

And so all of those routes are both being examined in the Draft Environmental Impact Statement that Scott was describing, and could be fair game for the -- ultimately for the route that the Commission approves. So those are incorporated into the routes, into the consideration. You saw those on the maps if you were here for the pre-hour, the open house hour. And they're color coded in pink, the public scoping routes that were included.

So one of the next steps in the state's review process and the hearing process is that we as the Applicant need to provide direct testimony. That was due about a month ago, a little bit more than a month ago. And at that time, based on all the information that's been gathered, we as the Applicant are asked to identify a preferred route.

So while we didn't have a preferred route when we first applied, based on all the information we've gathered, we believe that we as a company have identified the least impactful route and therefore it is our preferred route.

And we are terming that the modified blue route. It has a simple way of explaining this. We believe that there are fewer impacts created by the blue route than the purple route. And along that blue route, there are six locations where a member of the public proposed a route segment alternative that we agreed is less impactful than the original blue route segment that we had proposed. So, again, our aim is to identify the least impactful route as our preferred and so we have identified this as the modified blue route.

What I'll say is that we do have this particular route indicated on the maps in back. We also have this on our project-specific website, I'll give you that URL here at the end of my presentation. We have that route identified on our website and you would be able to look up and see where Xcel Energy is proposing its preferred route.

The last thing I'll say about that, it's important for you to know that just because Xcel

Energy has identified its preferred route that it thinks is the least impactful, this process is not over. We, Xcel, do not get to determine where the route goes. We can put our proposal forward, but ultimately it's the Public Utilities Commission that makes that determination where the route goes. And the Commission is depending on your comment to help inform the record so they can identify the least impactful route.

So after the Commission does issue a route permit for a specific route, the next step would be that Xcel Energy would enter into an easement acquisition process with each individual landowner. We would negotiate directly with each landowner. And the language in each easement really is specific to each property.

The easement will address access, it will address current land values. If there were any crop damages or property damages, we would certainly reimburse the landowner for that. And so that's all part of the easement language.

The easement very basically provides Xcel Energy the ability to build, operate, and maintain that energy infrastructure on that property. And then importantly, you know, Xcel Energy would have

an easement in place on that land, but the land would still be owned by the landowner.

After the easement acquisition process comes the construction process. The first steps there are to do environmental survey and geotechnical survey work. We have asked for some voluntary early rights of access. Perhaps some of you have received letters where we're already trying to gather some of that information on the various routes still under consideration. That is a voluntary agreement that you have, as the letter states, but it's that type of information that we collect first before we put anything into the ground.

Then next step after the survey work would be to install the concrete foundations. After the foundations are cured, then we place the steel pole structures on top of the foundations. After the foundations are erected, then we would install the conductor or wire on both sides of that structure. And that construction process there, we can actually install that even by a helicopter in the right conditions or using ground-based equipment.

Then after the line is constructed and

energized, then we would set about restoring the site. Restoring the site to its original or previous condition prior to construction.

In terms of a timeline, we would, you know, as Scott indicated, we would expect a Commission decision in March of 2025. We would then start our easement acquisitions and construction we anticipate would begin in 2026. And construction would be complete in late 2028. So a two-plus year construction process for the entire length of the project.

Last, I just wanted to pass along some ways to get additional project information. This will be available, you know, throughout the state's review, that time frame throughout the state's review, and absolutely after the state has completed their review and throughout the construction process.

We have a project-specific website at mnenergyconnection.com, lots of hopefully useful information, frequently asked questions answered, that type of material on the website, as well as an interactive map that we think is pretty user friendly and you can zoom in and examine your particular area of interest.

And then if you want to speak with a project team member, we've got ways to do that. We have a toll-free phone number and a project-specific email that rolls to the desks of specific project team members, myself included. And if you weren't able to, you know, someone is not there to pick up the phone right away, please leave a message and we've been real successful in getting responses back to people within 24 hours. So please make use of that, any of those resources, if you need project information from us, the Applicant.

And, with that, I will turn it over to Andrew with the Department of Commerce.

MR. ANDREW LEVI: Thanks.

Hello, everyone. Thank you for coming tonight. My name is Andrew and I work with the Minnesota Department of Commerce.

The Department of Commerce, along with Barr Engineering, our consultant, prepared the Draft Environmental Impact Statement, the Draft EIS. The purpose of the Draft EIS is to describe potential impacts as well as potential mitigation associated with the project. It is not a decision-making document, but is used by decision-makers so they can understand potential impacts about the project.

The Draft EIS does not advocate for or against the project, but the information in the Draft EIS can be used to question and debate the project.

The Draft EIS was prepared by a team of about 25 people, it's about 500 pages long. The EIS is based on the Applicant's certificate of need and route permit applications, your scoping comments, additional information provided by the Applicant, and our own analysis.

The Draft EIS discusses the proposed project and alternatives to it, including a no-action alternative. These alternatives to the project are discussed in Chapter 4. The Draft EIS also discusses potential impacts and mitigation measures associated with human settlement, health and safety, land-based economies, including agriculture, archeological, and historic resources and the natural environment. Chapter 5 discusses potential impacts and mitigation measures generally, while Chapters 6 through 13 talk about potential impacts based on the geographic region, with Chapter 16 furthest south and Chapter 13 furthest north.

I encourage you to read the entire document, but if you don't want to do that, I

recommend reading the chapter or chapters that are unique to the geographic area where you live or otherwise are interested.

There are several ways to review the Draft EIS. Electronically it is available on the PUC and the Department of Commerce web pages. It is easier to view on the Commerce web page due to uploading requirements on the PUC web page. There is additional project information on the Commerce web page as well, including an interactive map. The links for these web pages are listed on the last slide of this presentation that you have in your packet and it will be up on the screen.

There's also a limited number of flash drives that are in the cardboard box at the front table that has the entire EIS, Draft EIS on it. Written copies of the Draft EIS are available for review. You can also find them in the back of the room. You can also find the Draft EIS in one of ten public libraries throughout the project area listed in the notice, and the Draft EIS is also now available at the Kimball Public Library.

In addition to whether a permit should be issued for the project, you can provide comments on the Draft EIS during this open comment period. We

need your help to finalize the document. We believe the Draft EIS addresses those issues identified in the scoping decision, but please tell us if you think the Draft EIS is missing any information or needs information clarified.

After the public comment period closes at the end of the month, we will revise the Draft EIS based on your comments and issue a Final EIS in January.

The Final EIS will respond to substantive comments on the Draft EIS. To comment on the Draft EIS, follow the instructions on the notice, which is also available on the front table.

And, lastly, just a reminder as you come up to comment. One speaker at a time. The court reporter cannot capture two speakers at once. Please state and spell your name for the court reporter and please limit your initial comments to five minutes so that everybody has the opportunity to speak. Once everyone has had that opportunity, we can move back around if folks have something more to say.

Thank you.

JUDGE TODNEM: All right. Thank you for those presentations.

Now it's time for you, the public, to make your comments or ask your questions. I welcome and encourage you to comment.

The Commission is particularly interested in comments about whether they should issue a route permit and a certificate of need for the proposed project. Comments on the environmental impact statement, what are the human and environmental impacts of the project, and how can the impacts be addressed or mitigated. If the route permit is granted, which route modifications should be selected, and what additional comments or -- I'm sorry, what additional conditions or requirements should be included. And, lastly, just are there other project-related issues or concerns.

All right. So I have Brian Greenslit. If you could come forward and state your name and spell your name for the record.

MR. BRIAN GREENSLIT: Thank you, Your Honor.

Brian Greenslit, G-R-E-E-N-S-L-I-T.

I'm really happy to hear your comment. I'm sorry, I already forgot your first name.

MR. MATT LANGAN: Your Honor, it's Matt.

MR. BRIAN GREENSLIT: I heard your

comment that there's six on the preferred blue line that have got alternative proposals and I'm one of the six.

And so my question to you or any of the other panelists is if it is, 'cause I heard you say that we don't have any problem with the alternative routes, and if that's actually true and factual, why do, I mean, if we ask for it, why wouldn't we just move forward with that then? I mean, what else, you know, do we, us six that are bringing forward proposals to change, and if Xcel Energy is amenable to all these changes, is it necessary for me to still send comments to the Department of Commerce.

You're shaking your head up and down. Okay. All right. Maybe that answers my question that I still need to do that.

JUDGE TODNEM: Mr. Greenslit, first, I'm going to redirect you. I'm going to remind everyone to please your direct your questions and comments to me and I will then field the questions to the appropriate person.

Mr. Ek.

MR. SCOTT EK: Yeah. I understand the confusion there and I know what you're saying.

Scott Ek from the Commission. Sorry.

We're still within the process, so everything that's been proposed earlier, everything that's in the EIS, I mean, it needs to stay there, it needs to be until the Commission finally sees it. You know, we can't mid process -- I'm not a decision-maker, Andrew isn't and Xcel can't say, well, we're not going to look at those anymore. That's a Commission decision, so we leave everything up there.

It would be, I mean, we have your comments, I think we know already that in the EIS, folks that proposed the alternative, it's always good to receive another comment during this comment period just because we get a lot of comments. So, you know, it rises to, you know, at the end of the process we see your comment again and it's helpful, but if it's already in the record, we have it.

MR. BRIAN GREENSLIT: Thank you very much. I apologize for my indiscretion. I never attended a hearing of this sort.

JUDGE TODNEM: No, you did great. Thank you very much.

MR. BRIAN GREENSLIT: Thank you.

JUDGE TODNEM: Are there any other comments or questions?

If you are interested in speaking, just raise your hand.

Yes, sir.

MR. RON BRANSTNER: Ron Branstner, B-R-A-N-S-T-N-E-R, Eden Valley, Minnesota.

I met with you guys down in Kimball a week ago and I asked a few questions and clarifications.

One of those was I asked you about buffer zones and none of you knew exactly what a buffer zone was, which I was shocked by that. And so I went on your website and the Xcel is riddled with buffer zones and none of you seemed to know what that particularly was. And I think that applies to a lot of different people who are here. And conservation units where you get buffer zones, too, are applicable in this situation and could cause future ramifications when it comes to laws and environmental species, endangered species. So we need to address that at some point.

I also mentioned 30 by 30, you had no idea what that was. I thought that was kind of shocking, you know. When I go out and speak on these subjects all across Minnesota trying to inform farmers that this particular project does not work,

it is not applicable if farmers do not give up their land for solar and wind. You can't transmit nothing.

So I understand that you guys are in the business for making money, especially Xcel, you're owned by Vanguard and Black Rock, which is the richest people in the world. So I understand that you guys are on the commodities market and you're trying to sell your product, I get that. But the farmers out here are being sold a bill of goods that doesn't make a lot of money off their land from Xcel for solar and wind. But you go ahead and tell people that, yeah, you want -- we want to put this on your property, but if they stop giving you solar and wind and giving the land away, this is dead in the water.

I did have the opportunity in the last few days, in fact, last night I talked to five different state representatives -- to three different state representatives and a utility commissioner. All three state representatives told me, I asked them specifically, one was out in Becker, one was here locally in Olivia, and the other one was in Willmar, and the county commissioner out of Meeker County. And I asked

them, according to federal law we have to have representation. That's, you know, the Boston Tea Party, taxation without representation. Whenever you're being taxed on something you have to have representation.

And according to the minutes, you have a quasi judicial appointed board which is appointed by Governor Walz, and I believe you might be one of them, but there are five different judges on the PUC board. These are all appointed positions, none of these are elected positions. What we're dealing with here is we're dealing with a nonrepresentative government.

All of this here is done outside the scope of legislators. Because when I asked the legislators last night, I said where is our representation for the farmers, who represents you so we have a say what we want to be on our property, private property rights that are part of the U.S. Constitution. And everyone looked at me and said because Governor Walz gave the quasi-appointed five different judges to the board, but there was no representation from state and local officials, all elected. So --

JUDGE TODNEM: Mr. Branstner, I'm just

going to try to refocus you on the project before us. Some of the issues that you are raising now are outside of the scope of this hearing and outside of the scope of any of the parties here, myself included.

MR. RON BRANSTNER: Do we have representation?

JUDGE TODNEM: You do have representation.

MR. RON BRANSTNER: Who is these folks' representative? Who do they go to when they have an issue with this project? Because according to you and Xcel's website, you have to go to the PUC. Well, that's a nonelected board. We're an elected government, we're a republic. I want to know, so they know who to go to. Who do they go to for representation?

JUDGE TODNEM: The Public Utilities Commission is established by state statute. State statute is created by your state legislators.

MR. RON BRANSTNER: But not according to them. According to --

JUDGE TODNEM: There is perhaps a little misunderstanding then.

MR. RON BRANSTNER: So you're telling me

that if I went to my state representatives, and they'll tell you that they bypassed it, state legislators, boards and commissions. Boards and commissions which the judges' quasi-judicial system according to what I read in the website, or watched the website, is a nonelected board.

JUDGE TODNEM: Right. So the Public Utilities Commission is compiled of five commissioners who are appointed and that structure is established in state law, which is established by your state legislators.

MR. RON BRANSTNER: And they don't know that. I went back to them. It's amazing, that all five, four, or three of them, have no idea, no idea who represents us.

JUDGE TODNEM: I was not part of that conversation so I don't know. I can just tell you what I know and that is that the Commission is created essentially by --

MR. RON BRANSTNER: By Walz.

JUDGE TODNEM: Well, by statute, and statutes are created by your legislators.

MR. RON BRANSTNER: Okay. All right. I'll get back to that in the next round and I'll research that, too.

So, again, could you tell -- just one more question, could you just tell them, the public, that if you stop leasing your land to solar and wind, we wouldn't be in this situation of transmission towers, it's those farmers that are selling out other farmers.

JUDGE TODNEM: You are certainly welcome to make those comments.

I just want to revisit if you had a specific question about first you had raised buffer zones, so what is your specific question about buffer zones?

MR. RON BRANSTNER: Well, I'm concerned about buffer zones in a couple ways. We know that they don't put solar and wind and transmission towers on BLM land or any state and federal land. We know they don't do that. Why don't they do that? Because they already own that land. They want their land to do conservation and you put buffer zones on there you have more restrictions. On BLM land, you can't put it on there because of the Environmental Endangered Species Act.

On farmers' land they don't have that, they can bypass that. So if a farmer does this and put it on there, can you change the rules and

regulations and say, oh, my gosh, this is an Environmental Endangered Species Act because the Monarch butterfly flew on your conservation easement, now this is an endangered species. Can you change the rules as you go.

JUDGE TODNEM: Okay. Again, any land management rules are promulgated by agencies outside of any of the people at this table, or these tables.

MR. RON BRANSTNER: But it is something that could arise later on, correct?

JUDGE TODNEM: I don't know. I don't have enough contacts to be able to give you any answer on that.

MR. RON BRANSTNER: So there is a lot of unanswered questions here, is what you're saying.

JUDGE TODNEM: Those are questions outside of the scope of this hearing and scope of any of the members up here.

MR. RON BRANSTNER: Okay. Thank you.

JUDGE TODNEM: Thank you.

All right. Are there any other questions or comments from members of the public?

I encourage you -- oh, I see a hand in the back there. If you could just come forward and state your name and spell it.

MR. JACOB KRAMER: Hello. Jacob Kramer, K-R-A-M-E-R.

Questions on the cost of the project, I was told is $1.2 billion, and on that I assume there's going to be a lot of increase in that cost, which leads me kind of to another question. If you're only going for an easement on the land, how do you pay for that easement? And then if you're not owning that land, what are the stipulations of that?

JUDGE TODNEM: Okay. Thank you for that question.

Mr. Langan.

MR. MATT LANGAN: Your Honor, yes, we can answer that question. And I'm going to call up a member of the project team who can address that. Thanks for the question.

MR. CHRIS ROGERS: Chris Rogers, Xcel Energy, C-H-R-I-S, R-O-G-E-R-S.

Sir, could you please restate the question? I believe there were two parts to it.

MR. JACOB KRAMER: Right. So the initial cost of the project was how much are you figuring?

MR. MATT LANGAN: 1.1 billion, yes.

MR. JACOB KRAMER: Okay. With that, do

you anticipate the cost of that project going up with having to either acquire easements or buying land for that project? Or is that already figured in?

MS. HALEY WALLER PITTS: Haley Waller Pitts, external legal counsel for Xcel.

I just want to clarify this question, because depending on what it is, we will bring up a different person to the front for it.

So Mr. Rogers here is prepared to discuss the land acquisition process and easements. If you have questions about the cost of the project and how that was calculated more generally, we'll bring someone else up for those questions.

MR. JACOB KRAMER: Sure. I guess my main question is the easement and the acquiring the land.

MS. HALEY WALLER PITTS: Sure.

MR. CHRIS ROGERS: So the question?

MR. JACOB KRAMER: So you guys said that you're not necessarily buying the land, it's just a permanent easement?

MR. CHRIS ROGERS: Correct.

MR. JACOB KRAMER: So how do you acquire that easement?

MR. CHRIS ROGERS: Sure. The easement,

it would be a permanent easement. An easement is not a fee purchase like buying your land, it's buying a portion of the rights for an easement. An easement encumbers the land, it does not transfer full title to the land. You still own the land.

I'm assuming you have farmland, then?

MR. JACOB KRAMER: Correct.

MR. CHRIS ROGERS: So you will still be able to farm the land within the easement area. We would pay for that easement, we would pay you for the rights for the easements. Again, you're still able to operate for the most part in that 150-foot wide easements. Obviously not where the towers sit, the foundations are around that, are built around those. But the majority, we would purchase an easement of record, it would go on the title as an encumbrance, but you would still own the property in fee, basically.

MR. JACOB KRAMER: So is that a one-time payment or a continuous, like a rental payment, you know, so to speak?

MR. CHRIS ROGERS: It's a one-time payment up front.

MR. JACOB KRAMER: Do you know what that is?

MR. CHRIS ROGERS: For this project, no, we would determine that value of the easement and it would be a prorated payment, but those payments have not been calculated or figured yet.

MR. JACOB KRAMER: Okay. Thank you.

I do have a couple other questions or comments.

So where this project is, I guess, ending at the substation by the old coal plant, who owns the old coal plant? Do the people that originally owned it still own it or did somebody else acquire it?

MR. MATT LANGAN: Your Honor, I will take that question.

JUDGE TODNEM: Yes. Thank you.

MR. MATT LANGAN: Thank you. So Xcel Energy owns that land.

MR. JACOB KRAMER: Okay. So now with the current change, as of yesterday the change in administration coming forward, there won't ever be that plant never starting up again?

MR. MATT LANGAN: Your Honor, thanks for the question.

And, no, with the change in administration, the project remains the same.

MR. JACOB KRAMER: Okay. And then so running the transmission line, a lot of the map is running through the middle of sections. Would it not be easier to run along the current roads for ease of access and be less intrusive that way?

JUDGE TODNEM: Mr. Langan.

MR. MATT LANGAN: Thank you, Your Honor. And thank you for the question.

When we design our routes, the number one thing that we hear from people, I would say, is don't put it nearby my home, my residence. The other thing that we hear people say is put it by a road. And that makes sense to us as we develop these routes, especially because it does allow us to work with the road authority and perhaps overlap or share some of that right of way, so we do make that effort.

In terms of the ability to maintain the line, our maintenance folks are really able to equally maintain a line whether it's along a road or whether it's along a field. When we are out in a field, what we are trying to do from a routing standpoint, to the extent possible, is to route on field lines or property lines so that we can have that alignment right on the property line and you

would be able to maximize the area of where you can farm within the easement.

MR. JACOB KRAMER: So you say you try to stay on property lines. Is there situations where that could sway?

MR. MATT LANGAN: There are situations in this project where we are cutting across a field, yes.

MR. JACOB KRAMER: Okay. But as far as if you're running on a property line and it's just a straight shot, you're going to stay on that so it's even on both sides, basically?

MR. MATT LANGAN: Yes, that is correct.

MR. JACOB KRAMER: Okay.

MR. MATT LANGAN: And if it helps to restate that, where we have a property to align this directly on a property line, on a field line, that is our intent.

MR. JACOB KRAMER: Okay. On the base of the towers you said the concrete is seven to eight feet wide?

MR. MATT LANGAN: That's correct.

MR. JACOB KRAMER: Okay. How deep is that?

MR. MATT LANGAN: Your Honor, that is,

the depth of the foundation, it's going to be a range depending on the soil type of where it's located, but it could be between 20 and even up to about 60 feet in depth.

MR. JACOB KRAMER: Okay. So the material that you dig out to pour that concrete, what do you do with that?

JUDGE TODNEM: Yes, please go ahead.

MR. CHRIS ROGERS: Chris Rogers, Xcel Energy.

So soil that comes from the holes technically belong to the landowner and we give a landowner the opportunity to make that choice. We can leave the dirt, if you want the dirt. If you don't want it, we'll haul it out at our expense. Otherwise, if you want it on your property or somewhere nearby, we are willing to just give that to you, and so it is your choice if you want the dirt or don't want the dirt, it's solely your choice.

MR. JACOB KRAMER: You won't just pile it up in the field and it's our problem to deal with it?

MR. CHRIS ROGERS: No, that's temporary, but it will be removed or delivered to wherever

you'd like it.

MR. JACOB KRAMER: Okay. I guess I did have one more thing to kind of add to the last guy's thing, comment about the wind and the solar are going to make this project a lot better. And I know that's not the initial intent on that, but for most of us out here making a living and farming our land, we don't want it. And running this transmission line through the middle of great farmland where you are, it brings out the wind and solar people to try to offer big dollars to take good, productive farmland, and I don't like to see that. I feel like alternate routes, maybe the purple route, would have maybe a little bit less of that, but probably not.

But that's basically just a comment on that, I don't really have a question on that. So that's all I had. Thank you.

JUDGE TODNEM: All right. Thank you.

All right. Are there any other comments or questions?

All right. You, sir.

MR. BRAD RYKS: Hi. My name is Brad Ryks, B-R-A-D, R-Y-K-S.

My comment kind of goes in and out with the last guy. I live on a road and the line is

right across from my driveway. And so, yeah, it's not on farmland, but yet it's still an inconvenience to me because when I look out of my windows facing south, it's a big metal pole and high line wires.

The other worries I have with this are I have three people in my household that have migraines and I know I've read things both ways that it affects it or don't.

Another thing is stray voltage for dairy farms in our area. And just noise. I talked to a gal today that's got an older power line running through her property and it's a constant buzz.

Well, if you can imagine, I've got Cicadas all year round going on in my head right now. This is what I'm imagining. The landscape, you know, the landscape of my property is just going to -- is just big to me, as to why should I be inconvenienced so that Xcel Energy can make money?

That's all I have.

JUDGE TODNEM: All right. Thank you very much.

All right. I saw another hand over here.

Sir?

MR. WILLIAM SCHWANDT: My name is William Schwandt, W-I-L-L-I-A-M, S-C-H-W-A-N-D-T.

A number of years ago Xcel put in a power line from somewhere down close there and went by Morgan. What is -- and that was the capacity of 345. What is the -- I don't know how to say it, usage? Is it running 100 watts, is it full capacity, is it over capacity?

JUDGE TODNEM: Mr. Langan.

MR. MATT LANGAN: Sure. So that's a separate project, Your Honor, than the one we're proposing tonight. But I think I understand the question and so we'll have a project team member --

MR. WILLIAM SCHWANDT: With capacity, I should have used that word.

MR. JASON STANDING: All right. Jason Standing, J-A-S-O-N, S-T-A-N-D-I-N-G, from Xcel.

So it's a double-circuit 345, so the capacity is built to carry about 2,000 megawatts of power at any given time, that's the rights at Sherco so that's what it's designed to go through. Does that make sense?

MR. WILLIAM SCHWANDT: Okay. Is it at capacity?

MR. JASON STANDING: Okay. We had a clarifying question here. Are you talking about the existing 345 line?

MR. WILLIAM SCHWANDT: Yeah, the existing one that's there, is that running to full capacity? Could you push a little more power through it?

MR. JASON STANDING: It varies. Sometimes it's fully loaded, sometimes it's lightly loaded, it just depends on the time of the year, the loads from the system and the wind and solar and the other generation pushing back and forth. It's hard to tell, but there is times it's fully loaded and other times it's not fully loaded.

MR. WILLIAM SCHWANDT: I'm no smarter than I was before. Thank you.

JUDGE TODNEM: All right. Are there any other questions or comments?

If you are contemplating whether you should ask or make a comment, I encourage you to do so.

Yes, sir.

MR. MICHAEL MACIK: Thank you, Your Honor.

Michael Macik, M-I-C-H-A-E-L, M-A-C-I-K.

My first hearing meeting and I've got -- you know, you guys got all these pamphlets and stuff on the table outside. If you looked at my desk in the office I've got a stack like this of all the

letters, and landlords and everybody that's brought me stuff. So I figure I better get on board and finally see what's going on.

So just after hearing a few of my fellow neighbors and stuff, I just had a couple quick questions.

So when putting up this pole, what's the size of the easement needed?

MR. MATT LANGAN: Your Honor.

JUDGE TODNEM: Mr. Langan.

MR. MATT LANGAN: Thank you.

So the size of the easement that's needed is 150 feet in width, and that is 75 feet on either side of the alignment, or the centerline, if you will, of that, 75 feet on either side.

MR. MICHAEL MACIK: Okay. Thank you.

Another question would be what if -- Mrs. Suzanne Todnem, is that it?

JUDGE TODNEM: Todnem.

MR. MICHAEL MACIK: Todnem, is that correct?

JUDGE TODNEM: Yep.

MR. MICHAEL MACIK: What if her finding does not grant a permit or lean towards Xcel on putting this line in?

JUDGE TODNEM: Well, first I just want to make a quick clarification that I will only make a recommendation for the Commissioners to consider as part of the record.

But, Mr. Ek, did you want to expand on that?

MR. MICHAEL MACIK: So what I've heard, if her record -- or her recommendation doesn't go your way, then what? What's plan B?

MR. SCOTT EK: Thank you, Judge Todnem.

First, I should point out, I think I said this in the beginning, but there's two decisions the Commission has to make and they make them in order. Remember that I brought up the certificate of need. So, you know, in March when they meet to decide this, they have to decide the need. They will first decide whether it's needed, whether Xcel has proven correctly under the rules, the criteria and rules and statute that this project is needed. The Commission could say, no, it's not needed, and then everything ends right there.

MR. MICHAEL MACIK: Simple. Done.

MR. SCOTT EK: Yep. Or the Commission says okay, you've proven that this is needed, you're going to get a certificate of need. Then they would

go next to the route permit decision and that would be exactly where is the best place to put this line that is needed.

MR. MICHAEL MACIK: I've never been to another meeting before and haven't read the stack of papers on my desk and everybody is throwing questions at me. What's your preliminary finding on is this needed or not?

MR. SCOTT EK: We're still record building. I mean, that's an important -- this tonight is an important part of the whole review process. These are the hearings. And actually getting to Judge Todnem's report, in any of these cases, that's a very significant part of the record that the Commission looks at and considers when they make those decisions.

Like I said, they also look at the -- there's information in the Draft Environmental Impact Statement that goes through all the impacts that were determined, it goes through all the alternatives and the impacts associated with them. It's a lot of information to look at. And I agree with you.

And it's an arduous task for me, too. I have to organize it all and make sure the five

Commissioners are seeing your public comments, and I'm organizing them in a way that they're able to see them.

So they look at what's the record, the official record, they look at all the information. And the Judge's report is one part of all that information, it's a very important part, and they take a look at that and make their decision based on that and nothing happens during the process here until the very end because the Commissioners are the ones who make the decision.

MR. MICHAEL MACIK: So it's basically just a hearing, get information, everybody is kind of in a neutral and level playing field right now then.

MR. SCOTT EK: Yeah. We're record building, I guess.

MR. MICHAEL MACIK: Okay. Sounds good. And I apologize if it seems minute or dumb, it's just --

JUDGE TODNEM: Not at all.

MR. MICHAEL MACIK: -- you've got to get educated before you can have an opinion one way or the other, right?

JUDGE TODNEM: This is exactly why we

have these hearings.

MR. MICHAEL MACIK: So I guess another quick question I had was somebody mentioned 1.2, 1.1 billion dollars costs. Who is fronting the bill? Is that all by Xcel or is there government grants, state grants, tax money, how is this getting paid for?

JUDGE TODNEM: Mr. Langan.

MR. MICHAEL MACIK: Is it going back to the customers' bills that will be provided service from these lines?

MR. MATT LANGAN: Thank you for the question.

Your Honor, we'll bring someone up to address that. Thank you.

JUDGE TODNEM: Thank you.

MR. JOE SAMUEL: Joe Samuel, S-A-M-U-E-L. I'm a project manager for Xcel.

Your question was the funding of the project. So the project is funded by Xcel Energy. This project does not have any federal funding. And then the customers' bills, Xcel customers will pay for the project.

MR. MICHAEL MACIK: Okay. So it's just end-users that will --

MR. JOE SAMUEL: Correct, Xcel ratepayers.

MR. MICHAEL MACIK: Okay. No government grants or any --

MR. JOE SAMUEL: That's right.

MR. MICHAEL MACIK: -- everything that is part of wind, solar, that gets tied into this probably down the road, that's not anything to do with Xcel then?

MR. JOE SAMUEL: So, again, those projects are unrelated to this project, but the transmission project does not qualify for federal funding.

MR. MICHAEL MACIK: Okay. I don't know if anybody can answer this one. How much, if these lines do go through and there's easements on stuff, how much depreciation in land do you think this is going to cause? Not just in this area or this one line, but around there.

JUDGE TODNEM: Is there something you would like to answer, Mr. Levi?

MR. ANDREW LEVI: Yes, Your Honor.

MR. MICHAEL MACIK: And I know you say that in every individual case every landowner would be on a separate basis, but, I mean, there's got to

be -- to figure out a 1.2 billion cost, there has to be some type of factor that you guys are using without me reading all 500 pages.

MR. ANDREW LEVI: Oh, yeah. There is an excerpt from the EIS, if that helps. It's a larger section, but it says that:

"Research does not support a clear cause-and-effect relationship between property values and proximity to transmission lines, but has revealed trends that are generally applicable to properties near transmission lines. When negative impacts on property values occur, the potential reduction in value is in the range of one to 10 percent. Property value impacts decrease with distance from the line, thus, impacts are usually greater on smaller properties than on larger ones. Negative impacts generally diminish over time."

I apologize, I added the word generally.

"Negative impacts diminish over time. Other amenities, such as proximity to schools or jobs, lot size, square footage of the home, and neighborhood characteristics, tend to have a greater effect on sale price than the presence of a transmission line."

MR. MICHAEL MACIK: And that's on each

individual case. Got it.

MR. ANDREW LEVI: It is.

MR. MICHAEL MACIK: Okay. Another -- I know I have the time for a couple more quick questions here, I want to keep things moving.

So if you guys try to stay on a section line, a property line, what if there's -- I mean, obviously, there's the route and stuff, and this isn't going to go in until February, whatever, with your report, and down the road, the process in '26 going through '28, so what if I've got a -- thinking of building a shed on where this line might be?

JUDGE TODNEM: I'm going to turn this over to Xcel.

MR. MATT LANGAN: Your Honor, we'll try to attempt to answer that question. I think we understand it. But, Chris, you can ask if you need clarification.

MR. CHRIS ROGERS: Sure. Chris Rogers again, Xcel Energy.

Your question is if you wanted to build a shed where the transmission line is going to be located, correct?

MR. MICHAEL MACIK: For what you are proposing.

MR. CHRIS ROGERS: So I guess it would depend on the size and the height of the shed, but I think generally what you're talking about is encroachment. So I'm going to give you an example. So if you wanted to build something within the easement area of 150 feet --

MR. MICHAEL MACIK: But there's no easement in place yet.

MR. CHRIS ROGERS: Right. I can only answer the question if it was going into there, but I would strongly encourage that you submit a comment if you do have some plans like that.

MR. MICHAEL MACIK: I said this is my first meeting, I don't know even know what routes are going where.

MR. CHRIS ROGERS: Yeah. I could generally say that encroachment considered within an easement area, probably a residence or a habitable building, outbuildings can be allowed in an easement area as long as they meet clearance and safety requirements. So we all would have to take a look at that on an individual case on what you might build and where it might go as it relates to where the transmission line would go. That's a big question to ask.

MR. MICHAEL MACIK: So if I wanted to build a machine shed on our property and the line is suggesting going past that, I better get that built, then.

MR. CHRIS ROGERS: Yeah, or a 150-foot area. Generally that would be the safer case. We can't control at this point that easement area.

MR. MICHAEL MACIK: Okay. Good to know. Thank you.

The last question, what if I don't sign off or sell an easement if this all goes through as a landowner?

JUDGE TODNEM: Mr. Rogers.

MR. CHRIS ROGERS: Thank you.

So if the route is chosen that impacts your land and an easement needs to be acquired, we would notify you and let you know that the route has been chosen that affects your property and we would work with you as far as where that line would go and talk about your property specifically and negotiate an easement for you and come up with a value as to how much would that easement pay you, so to speak. You have the right to say no if we can't agree on an agreement for that easement and commendation would be the next step in negotiating with you for a

voluntary purchase of that easement.

MR. MICHAEL MACIK: Yeah. I don't want to hold anybody up from getting stuff needed or being the pain in everybody's side. I'm willing to work with anybody to try to get anything accomplished or established, it just has to make sense for us, too.

MR. CHRIS ROGERS: I will add, too, that we will give you all the information. It's a big decision, and so our job is to describe that acquisition for you and answer all the questions that you have and answer concerns that you have to make you in a position of being comfortable signing the agreement.

MR. MICHAEL MACIK: So let's say it all gets approved and you and I can't reach a decision or whoever I'm supposed to be working with, then --

MR. CHRIS ROGERS: The next step would be condemnation then.

MR. MICHAEL MACIK: Can you explain that to me, please?

MR. CHRIS ROGERS: So a public utility has the power of eminent domain. So if a landowner isn't willing to negotiate with us voluntarily to grant the easement, we would take legal action that

would be condemnation. It's kind of a lengthy process, but basically it gives us the right to take your property, if you will. But we still continue to try to negotiate during that process where there would be hearings, appraisals, to try to get the two parties together. But it's a relatively long process and an explanation on that. We don't prefer to do condemnation, we prefer to have voluntary --

MR. MICHAEL MACIK: For everybody to get along, work together, basically.

MR. CHRIS ROGERS: Right.

MR. MICHAEL MACIK: I thank everybody for your time.

JUDGE TODNEM: Thanks very much.

Yes, in the blue.

MR. BRIAN MAERTENS: My name is Brian Maertens, B-R-I-A-N, last name is M-A-E-R-T-E-N-S.

I'd like to expand on the township taxes stuff. Are there any benefits to the townships from these electric poles? Are they going to be taxed by the township?

MR. MATT LANGAN: So, Your Honor, if it's okay, I'll take a first crack at that answer.

And, you know, the -- in terms of the transmission line itself, those easement payments go

directly to the individual landowners where the easement is. We do have, in some locations on the project we do have where we will need substations that the transmission line connects to. Where we have a substation, we do look to purchase that property in fee. And, again, that's a voluntary thing with a landowner. So we're looking to purchase that land so Xcel Energy would own that land, and on that we would pay property taxes, but not on the land where there's an easement.

MR. BRIAN MAERTENS: The question is, is everything on a farm that I build I get property taxes on it, okay. So these poles are going to be on my property tax. I would assume, I don't know the impact of it, and the question is what will happen? Am I liable to pay taxes on the poles or is my property tax going to be less taxable because of those poles?

MR. CHRIS ROGERS: Chris Rogers, Xcel Energy.

I want to make sure I understand your question. You're asking generally will your property taxes be impacted if the power poles --

MR. BRIAN MAERTENS: And the township. And the township. Well, we pay our taxes on our

property so it supports several things.

MR. CHRIS ROGERS: Sure.

MR. BRIAN MAERTENS: I shouldn't pick on one. Let's say my property taxes, what would be the impact on that, because of the value, this will naturally take down the property taxes of the land somewhat, I think.

MR. CHRIS ROGERS: I think that question is properly better posed to your taxing authority, your county. I'm going to generally say, no, if you put several hundred thousand dollars of equipment on your property, it's not going to add to your property tax.

MR. BRIAN MAERTENS: Okay. Thank you.

JUDGE TODNEM: Thank you.

Yes, sir.

MR. LEROY RUUD: My name is Leroy Ruud, R-U-U-D.

And, Your Honor, a question would be is if they're going to decommission a plant, a coal plant, I believe, that works 24 hours a day continuously, and they're replacing it with solar and wind, that's not reliable for 24 hours a day. What is the plan to supplement that?

JUDGE TODNEM: Mr. Langan.

MR. MATT LANGAN: Sir, thank you for the question.

Jason.

MR. JASON STANDING: Jason Standing, S-T-A-N-D-I-N-G. Thank you for your question.

I will say as part of the planning process we do take reliability into account. So your question for the wind and solar are, you know, resources, which is why we add the natural resources for the wind and solar not producing. So we do always try to take that into account. That makes sense.

MR. LEROY RUUD: I'm wondering what the plan is, though. Are you going to have to rely on another coal or nuclear or gas plant to supplement that type of energy? I'm just wondering what you have to do in case it's cloudy and not windy and people still have to have a reliable source of energy.

MS. HALEY WALLER PITTS: Your Honor, if I could call up Randy Fordize to answer this question? He can provide a better context here.

JUDGE TODNEM: Certainly. Thank you.

MR. RANDY FORDIZE: Randy Fordize, R-A-N-D-Y, Fordize, F-0-R-D-I-Z-E.

Thank you, sir, for the question.

And to expand a bit on what Jason said, all of our planning that's done is done to ensure that we have reliable electricity for our customers. That's job number one as an energy company.

This project in particular came out of a resource planning process that we have to file with the Public Utilities Commission every few years. It's kind of a several-year look-ahead of what we'll need to serve customers. Then retiring the Sherco coal plants and beginning the process for this project.

Also, during that process that was in the 2019 time frame, we said we would need additional, as Jason noted, dispatchable resources that are always available that we can call on as needed, for example, when the wind isn't blowing, the sun isn't shining. We said we'd need about 800 megawatts total. The Commission agreed it was likely that we would need that, and kicked off a different process to determine what type of resource that could be, whether it be natural gas plants, battery storage, a combination of things. And so as that plan moves forward we identified that we would likely need a natural gas at the end of this project and that is

now being reviewed by the Commission. So there would be a natural gas plant to essentially backup when we don't have enough renewable resources.

MR. LEROY RUUD: Okay. So I have a suggestion for the Commission then. If you need backup plans for this electric usage, why not save the money on the power line and just build a proper plant that can provide 24-hour use of current, stable current. And then you wouldn't have to be, you know, filling our landscape with poles. You can have the power plant right near the Sherco station, and then just maintain and upgrade the lines going out from there, along with the proper power plant to supply all the needs. And maybe with this new administration, it might be a good idea just to postpone these plans and see what comes up here in the next few years.

That would be my suggestion.

MR. SCOTT EK: Thanks for your comment. I really can't answer that offhand.

As Randy said, it's more complicated that it's part of a resource planning process that's done with the utilities. And they submit their ideas of their looking-forward plans on what type of energy, how much. And it's a whole process that's really on

its own outside of what we're talking about tonight.

I understand what you're saying, but we're looking at this project, the transmission project that's being applied for to go from the Sherco plant down to an area near Marshall, and it's being built for renewable energy and to keep that interconnection point at the Sherco plant. So, I mean, your question you're asking is really outside of this forum and I can't answer that for you.

JUDGE TODNEM: Mr. Levi.

MR. ANDREW LEVI: Thank you, Your Honor.

Chapter 4 of the Draft EIS talks about system alternatives. Alternatives to the project itself that helps the Commission make a decision on whether or not to issue a certificate of need.

So it discusses potential environmental impacts of different projects, one of which is studied in the EIS, one of which is a natural gas plant at Sherco. The other is more, you know, renewable energy closer to the Twin Cities and not, you know, down here.

There are a few other alternatives that I could tell you about, like the underground transmission line is one. There's several options that will help the Commission make that decision on

the certificate of need. So it is indirectly -- get at it indirectly through the EIS.

MR. LEROY RUUD: Yeah. My personal opinion is if there's always this solar and wind down there, it would be better to use that in that area, and then if they want a percentage of green energy up by Becker there, you know, make plans up there, along with assistance so they got reliable power instead of running a power line that just doesn't seem feasible to me.

That's my comment. So thank you.

JUDGE TODNEM: Thank you.

MR. SCOTT EK: Thank you.

JUDGE TODNEM: All right. Are there any other questions or comments?

Yes, ma'am.

MS. SHIRLEY MOLENAER: Yes. My name is Shirley Molenaer, S-H-I-R-L-E-Y, M-0-L-E-N-A-E-R.

We have farmland about two miles in length along Long Road. And my understanding is for the evaluation that we would be paid approximately 75 percent of the value.

I have an issue with that in the fact that we use this land to earn income. And I don't think that it's very right or very fair that our

land is taken at a discounted price for another company to earn money from. And I would like for that to be considered, especially if it is the 75 percent value of what the estimate of the land is.

If another company wants to use our land, they should pay us 100 percent of it. And we have to pay taxes on 100 percent of it, why wouldn't somebody else have to buy it for 100 percent of the value.

They say, and I'm not -- I understand the reason for utilities, you know, everybody wants electricity, I'm one of them. But it shouldn't be at the expense of such few people.

My thought would be, you know, now we have so many solar panels, and I'm not even for solar, huge space of solar, but solar panels can go on top of buildings. And why do we not look at that as a possibility, of having solar panels erected instead of such a long transmission line for a place that it, you know, for a lot of people's income to be reduced.

Even though we'll get to farm around the poles, my understanding is with about two miles of farmland, we're going to have about 10 poles to farm around. And you can just about guarantee that it's

going to take about ten years to restore the soil to even make it almost worthwhile farming. Because once the soil is destroyed and interrupted, it takes a while for that soil to come back and be producible.

And we've learned this by having a road built right along our farmland. And it was just -- it took a number of years, long years, to get that farm to be producible according to what it was prior to being disturbed.

So we would like -- I would like to ask, one, if the Commission would think about using solar panels. And, two, when they come up with the evaluation amount of what our property is worth, that maybe we should be paid more than just the 75 percent estimated value, or whatever number that the Commission is coming up with.

I understand it's an easement. I understand that. But still even with that easement, it's going to take us a number of years to get back to the point where we can probably earn what's being taken away from us.

JUDGE TODNEM: All right. Thank you.

Would Xcel like to respond to that?

MR. MATT LANGAN: Your Honor, I don't

know if there was a particular question to respond to, but I think the comments were very useful and well heard. Thank you.

MS. SHIRLEY MOLENAER: Thank you, Your Honor.

JUDGE TODNEM: Mr. Ek.

MR. SCOTT EK: I just wanted to clarify that you mentioned -- I think you made the statement that the Commission determines the 75 percent or the cost that's paid, but that's not the case. These easement agreements happen between the utility and the landowner and the Commission has no say in those agreements.

MS. SHIRLEY MOLENAER: Yes, you're right. I misspoke. It is between Xcel and the landowner. But, at any rate, I mean, if Xcel -- if the Public Commission is allowing Xcel this, then I would like to hope that the Commission would direct Xcel as to what our land really should be valued at.

MR. SCOTT EK: I can't answer that right now, but I can tell you this has been a very common theme and so it's at the top of my list of things to bring to the Commission and check on. This has been a common theme throughout the hearings and so thank you for that.

MS. SHIRLEY MOLENAER: I guess the last thought that I had is when what we're using to produce income to feed ourself and our families and a product for our world, that it needs to be given a little more consideration. It's not just something that is passing by your land to be looked at.

JUDGE TODNEM: Thank you very much.

MS. SHIRLEY MOLENAER: Thank you, Your Honor.

JUDGE TODNEM: All right. I thought I saw another hand.

Yes, please come forward.

MS. JANE YOUNGKRANTZ: My name is Jane Youngkrantz, J-A-N-E, Y-O-U-N-G-K-R-A-N-T-Z.

And what I would like to present as an awareness, is a petition that we had, and I will need to send it in the mail, but I think I wanted to represent the people, so I'm just going to read for you briefly.

We, the undersigned residents of East Lillian and Lake Lillian Townships are not in favor of the proposed placement of the high voltage transmission line cutting across prime farmland and wildlife habitat. The proposed connector lines will impact agriculture production and necessary

practices such as aerial spraying, drainage tile, and it will also compromise GPS capabilities.

Additionally, tree lines which have taken many years to establish and have been beneficial for wildlife and soil erosion reduction.

We are requesting consideration for the placement to be along an existing road right of way.

And we have about 74 signatures that would accompany this, so I will be sending that to the address.

The other thing is, when I looked at the lines, there was an original line which was in yellow, and then another proposal which is in pink, 103, and when we started taking a look at that, the situation that I just said applies to both of those lines. The one that is in pink, the 103, does go through an area that at one time was close to a lake bog. And it has peat, it has a lot trees, it has a lot of grassland. And it also serves as our deer hunting and pheasant hunting and all that would be remote, and also small game. It is not a DNR property, it's not in any government program, it is our private property that we have been enjoying for years. And so I'm disappointed to see this situation.

And it was mentioned to the lack of representation, switching subjects just a little bit, for people not to be fully aware of what this project is and what it entails and how it has been, what we get for the most point, and I was surprised when I was getting signatures how many people weren't aware that this was being considered as farm owners, farmland owners. We are getting just inundated. Inundated with people knocking on our doors, within two hours, two different companies wanting our land, wanting to lease it, or they want to propose these things. Constant phone messages, it would be probably minimum to say two, three times a day left on machines. People are feeling pressure. But also the technique being used is this line is going through whether you like it or not, you may as well lease out your land and get on board and benefit. And I think that is very unfortunate.

People are at a point where they are hurting, especially right now, economically. And they're looking for a way on how they can sustain their monthly bills, land payments, and I think they could be easily taken advantage of.

So, thank you.

JUDGE TODNEM: Thank you.

All right. Any other comments or questions at this time?

So I'm going to start over here, and then I see you'd like to make a second comment, so I will start with you in the back.

MR. JEFF MARLOWE: Thank you, Your Honor.

Jeff Marlowe, county engineer, J-E-F-F, M-A-R-L-O-W-E.

I'd like to talk a little bit about construction and then the process for wells getting built and how our roads are maintained and is safety considered and go from there.

As you know, when these are built it takes -- there's a lot of construction traffic, workers, heavy loads, materials brought in. How do we address the damage to roads and, you know, safety concerns and with dust as that process is being done?

MR. MATT LANGAN: Your Honor, if that's okay, we'll take a crack at that answer.

JUDGE TODNEM: Yes, please.

MR. CHRIS ROGERS: Again, Chris Rogers, Xcel Energy.

Mr. Marlowe, of Renville County?

Thank you. Good question and quite true

that roads will be used for a lot of heavy equipment, a lot of traffic.

So, generally on projects of this size we will enter into a road use agreement with all, meaning counties and townships, to designate specific routes to be determined and the construction group will come up with that coming off of state highway and county roads onto township roads, so we would have road use agreements with them.

And generally those road use agreements are any damages caused by our construction activity on those roads would be restored or repaired at the company expense.

Quite often we have the county do their repairs and we reimburse them. We will start off with road assessments, reconstruction. So we have a process where the roads can be assessed to what their current conditions are and then what the conditions are after our construction.

We've done pretty well on the number of projects we've had before, but definitely we would be responsible to restore your roads.

MR. JEFF MARLOWE: Sure. Thank you.

How about dust concerns during

construction? Especially with the substation, that generates a lot of traffic in one specific area.

MR. CHRIS ROGERS: That's part of our agreement, too. During the summertime we're pretty dry. With traffic the dust can get out of control, so that would also be part of our restoration, too, where we had to compensate the township or the counties for extra treatments of the roads outside of what they normally do, that's something we would also consider as well.

MR. JEFF MARLOWE: Thank you.

JUDGE TODNEM: Mr. Ek.

MR. SCOTT EK: I also wanted to add that that's part of every Commission permit, that the utility needs to repair roads, work with the townships and local government units to come to agreements, you know, and promptly repair private roads or lanes damaged when moving equipment, or advise appropriate governing bodies having jurisdiction over state, county, city, township roads that will be used. So it's outlined, it's basic language in our permits already. As well as dust control, I think that's also picked up in downstream permits from the Pollution Control Agency and whatnot. So there's protections there already

built in.

MR. JEFF MARLOWE: Thank you. The primary route for Renville County and township roads, versus we'd encourage using state highways as much as possible. It's good to know there's a process that's in place and there's things ahead of time to look at.

Your Honor, I do have one more comment, if that's okay.

JUDGE TODNEM: Please.

MR. JEFF MARLOWE: This is a letter that was written by the county board of commissioners sent to Mr. Andrew Levi on February 13, 2024.

This was at the stage when there was multiple routes being considered, the purple and blue, and the county board had a preference and a comment on the blue route.

"Dear Mr. Levi, The Renville County Board of Commissioners appreciate the opportunity to comment on the proposed Minnesota Energy Connection project, specifically the proposed blew route that would result in a new 345 kilovolt double-circuit transmission line between the existing Sherco Substation in Becker and a new substation near Garvin in Lyon County.

The blue route proposed goes through the middle of our county and our highly productive and valuable agricultural land. Simply put, Renville County is committed to agricultural. Placing a transmission line in or near a location other than existing road right of way will inadvertently take land out of production - beyond the boundaries of the transmission line itself - due to the large-scale farm equipment used and the practice of aerial spraying. It would also result in increased damage to our roads, soil compaction, and possible damage to county tile lines.

The proposed blue route would cross our county but not benefit our county, we would receive no production tax or any new income to offset the cost of services to our taxpayers. Consequently, we simply request that the transmission line follow another proposed route and/or be placed immediately next to existing road right of way lines so as to not adversely affect land production more than is necessary."

JUDGE TODNEM: Okay. Thank you very much.

We're going to take about a 15-minute break and we will resume with -- I saw the hand back

there to the left.

MR. JACOB KRAMER: I'll make it quick.

JUDGE TODNEM: Okay. Let's make it quick, then.

MR. JACOB KRAMER: Jake Kramer.

So back to my next questions, I figured out how to reword it so you can answer.

So at the moment the cost of the project is estimated to be $1.1 billion, that is with no factored in costs of easement?

MR. MATT LANGAN: Your Honor, we'll answer that question. We will call up Joe.

MR. JOE SAMUEL: Again, Joe Samuel, Xcel Energy.

Your question about easement compensation, that cost is included in the overall project cost.

MR. JACOB KRAMER: Okay. So to factor that in, what value did you figure for that?

MR. JOE SAMUEL: So a couple ways to answer that question. Historic cost or compensation we've provided on projects. In addition to the overall project cost, it's not just a transmission cost, and acquiring transmission easements, it also includes the purchase of land for substations and a

separate evaluation. But, again, typically historic costs is what we use.

MR. JACOB KRAMER: So then that rolls a little bit into paying for easements like someone else asked. So that cost may vary if that is determined between Xcel Energy and an individual. So that will vary between landowner to landowner, whatever that person negotiates, what they can work out, so that's not a flat rate between everyone?

MR. JOE SAMUEL: Again, I can let Mr. Rogers comment on that, in addition to also additional land users for different land uses.

MR. CHRIS ROGERS: Chris Rogers again, Xcel Energy.

Let me have you restate that question so I can understand it.

MR. JACOB KRAMER: What you're going to pay --

MR. CHRIS ROGERS: Yep. So we will come up with a compensation schedule, we have not yet at this time, but they are generally based on property value. The majority of this line will encumber agricultural land, and we realize we're crossing seven different counties so there may be variation with that. But generally the compensation schedule

is going to be very similar for ag land or residential or recreational.

Now, one property might have a specific feature or something different about it that could make a difference in that, but we try to stick to that same payment schedule where we're trying to make every landowner whole for what we're asking to take the property.

MR. JACOB KRAMER: Thank you so much. I hope I have time for one last comment and question. It's not a question, it's a comment.

I was told personally that by the wind people that if this transmission line does not go through that they aren't really interested in doing anything around here.

So that's all. Thank you for the time.

JUDGE TODNEM: Thank you.

So we will still take a break and resume afterwards.

(Break taken from 7:55 to 7:56.)

JUDGE TODNEM: All right. Thank you all for sticking around.

Are there any more questions or comments from you, the public? Any questions or comments?

All right. Last call for any questions

or comments?

All right. Well, seeing none, then I just in closing want to thank you all for coming. I appreciate your time and your attention to this matter.

I want to remind you all that you can still submit written comments as well. They are due by 4:30 p.m. on November 25th. All comments submitted by that deadline will be considered regardless of the form in which they are received. Please include the PUC Docket Number, E-002/TL-22-132, and the OAH Docket Number, 23-2500-39782.

Thank you again for coming and have a good evening.

(Proceeding concluded at 7:57 p.m.)

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

REPORTER'S CERTIFICATE

I, Janet Shaddix Elling, do hereby certify that the above and foregoing transcript, consisting of the preceding 79 pages is a correct transcript of my stenographic notes, and is a full, true and complete transcript of the proceedings to the best of my ability.

Dated November 24, 2024.

/s/Janet Shaddix Elling
JANET SHADDIX ELLING
Registered Professional Reporter

$

$1.1 (1)
76:9
$1.2 (1)
35:4

A

ability (2)
18:23;39:18
able (9)
6:5;17:22;21:6;34:12;37:9,12;39:19;40:1;49:2
above (2)
13:23,25
absolutely (1)
20:16
accepted (1)
16:6
access (3)
18:17;19:7;39:5
accompany (1)
69:9
accomplish (1)
12:20
accomplished (1)
56:6
according (7)
30:1,6;31:12,21,22;32:5;66:9
account (2)
60:7,11
accurate (1)
6:5
acquire (3)
36:2,23;38:11
acquired (1)
55:16
acquiring (2)
36:16;76:24
acquisition (4)
18:13;19:3;36:11;56:11
acquisitions (1)
20:7
across (4)
28:24;40:7;43:1;68:23
Act (2)
33:22;34:2
action (1)
56:25
activity (1)
72:12
actually (3)
19:22;26:7;48:12
add (5)
42:3;56:8;59:12;60:9;73:13
added (1)
52:18
addition (4)
11:2;23:23;76:22;77:11
additional (9)
9:21;10:18;20:13;22:9;23:9;25:12,13;61:14;77:12
Additionally (1)
69:3
address (10)
5:20;6:24;9:23;18:17,18;28:20;35:16;50:15;69:10;71:16
addressed (1)
25:10
addresses (1)
24:2
administration (3)
38:20,25;62:15
Administrative (6)
4:14,15,16;5:20;6:6;9:18
advantage (1)
70:23
adversely (1)
75:20
advise (1)
73:19
advisement (1)
7:13
advocacy (1)
7:8
advocate (1)
22:1
aerial (2)
69:1;75:10
affect (1)
75:20
affects (2)
43:8;55:18
affiliated (1)
4:17
afterwards (1)
78:19
ag (1)
78:1
again (16)
6:4;17:13;27:16;33:1;34:6;37:11;38:21;51:10;53:20;58:6;71:22;76:13;77:1,10,13;79:14
against (1)
22:2
agencies (2)
15:14;34:7
agency (2)
4:16;73:24
ago (5)
14:17;16:22,23;28:7;44:1
agree (2)
48:22;55:23
agreed (2)
17:12;61:19
agreement (5)
19:11;55:24;56:14;72:4;73:4
agreements (5)
67:11,13;72:9,11;73:17
agricultural (3)
75:3,4;77:23
agriculture (2)
22:18;68:25
ahead (3)
29:12;41:8;74:6
aim (1)
17:14
align (1)
40:16
alignment (2)
39:25;46:14
allow (1)
39:14
allowed (1)
54:19
allowing (1)
67:17
almost (1)
66:2
along (12)
17:9;20:12;21:18;39:4,20,21;57:10;62:13;64:8,20;66:7;69:7
alternate (1)
42:13
alternative (6)
14:15;17:11;22:13;26:2,6;27:12
alternatives (9)
15:8,24;16:7;22:12,13;48:21;63:13,13,22
always (5)
11:20;27:12;60:11;61:16;64:4
amazing (1)
32:13
amenable (1)
26:11
amenities (1)
52:20
amount (1)
66:14
analysis (1)
22:10
and/or (1)
75:18
Andrew (10)
10:10;21:13,14,16;27:6;51:22;52:4;53:2;63:11;74:13
answered (2)
6:19;20:21
anticipate (2)
20:8;36:1
anticipated (3)
11:19,22;13:3
anymore (1)
27:7
apologize (3)
27:19;49:19;52:18
applause (1)
6:2
applicable (3)
28:17;29:1;52:10
Applicant (7)
4:19;5:9;7:15;16:21,25;21:11;22:9
Applicants (1)
16:3
Applicant's (3)
6:10;7:9;22:7
Application (9)
4:4;6:13,25;7:18;10:2,3;14:13,17;15:17
applications (2)
9:15;22:8
applied (4)
8:22;15:6;17:2;63:4
applies (2)
28:14;69:15
apply (1)
14:10
appointed (5)
8:15;30:7,7,10;32:9
appraisals (1)
57:5
appreciate (2)
74:19;79:4
appropriate (3)
5:22;26:21;73:19
approve (1)
14:24
approved (1)
56:16
approves (2)
12:17;16:14
approximately (4)
8:23;13:24;14:3;64:21
archeological (1)
22:18
arduous (1)
48:24
area (18)
16:4,7;20:25;23:2,20;37:9;40:1;43:10;51:18;54:6,18,20;55:6,7;63:5;64:6;69:17;73:2
arise (1)
34:10
around (9)
14:6;24:21;37:14,14;51:19;65:22,25;78:15,22
arrangements (1)
5:6
ASL (1)
6:1
assessed (1)
72:18
assessments (1)
72:17
assigned (1)
6:7
assistance (1)
64:8
associated (3)
21:22;22:16;48:21
assume (2)
35:4;58:14
assuming (1)
37:6
attempt (1)
53:16
attend (1)
10:25
attendance (1)
5:24
attended (1)
27:20
attending (1)
12:8
attention (1)
79:4
authority (3)
8:10;39:15;59:9
available (8)
7:24;12:22;20:14;23:5,17,22;24:13;61:16
Avenue (1)
4:12
avoid (1)
9:25
aware (2)
70:3,7
awareness (1)
68:16
away (3)
21:7;29:15;66:22

B

back (14)
17:18;21:8;23:18;24:21;32:13,24;34:24;45:8;50:9;66:4,20;71:5;75:25;76:6
backup (2)
62:2,6
Barr (1)
21:19
base (2)
7:13;40:19

based (8)
7:1;16:23;17:2;22:7,22;24:8;49:8;77:21
basic (1)
73:22
basically (7)
18:22;37:18;40:12;42:15;49:12;57:2,10
basis (1)
51:25
battery (1)
61:22
Becker (4)
13:5;29:23;64:7;74:24
begin (2)
8:2;20:8
beginning (2)
47:12;61:11
behavior (1)
6:3
belong (1)
41:12
beneficial (1)
69:4
benefit (2)
70:18;75:14
benefits (1)
57:19
best (1)
48:2
better (6)
42:5;46:2;55:3;59:9;60:22;64:5
beyond (2)
15:25;75:7
big (6)
9:13;42:11;43:4,17;54:24;56:9
bill (2)
29:10;50:4
billion (5)
35:4,24;50:4;52:1;76:9
bills (3)
50:10,22;70:22
bit (9)
12:13,15;14:5;16:22;42:14;61:2;70:3;71:9;77:4
Black (1)
29:6
blew (1)
74:21
BLM (2)
33:16,20
blowing (1)
61:17
blue (12)
14:18;17:6,9,10,13,16;26:1;57:15;74:16,17;75:1,13
board (10)
30:7,10,22;31:14;32:6;46:2;70:17;74:12,16,18
boards (2)
32:3,3
bodies (1)
73:19
bog (1)
69:18
Boston (1)
30:2
both (6)
14:1;16:10;19:20;40:12;43:7;69:15
boundaries (1)
75:7
box (2)
5:14;23:15
Brad (2)
42:22,22
B-R-A-D (1)
42:23
BRANSTNER (14)
28:4,4;30:25;31:6,10,21,25;32:12,20,23;33:13;34:9,14,19
B-R-A-N-S-T-N-E-R (1)
28:5
break (3)
75:25;78:18,20
Brian (12)
25:16,19,21,25;27:18,23;57:16,16;58:11,24;59:3,14
B-R-I-A-N (1)
57:17
briefly (2)
5:7;68:19
bring (4)
36:8,13;50:14;67:23
bringing (1)
26:10
brings (1)
42:10
brought (3)
46:1;47:14;71:15
buffer (8)
28:9,10,13,16;33:10,12,14,19
build (8)
14:25;18:23;53:21;54:5,23;55:2;58:12;62:7
building (4)
48:10;49:17;53:12;54:19
buildings (1)
65:17
built (8)
37:14;44:17;55:3;63:6;66:7;71:11,13;74:1
business (1)
29:5
butterfly (1)
34:3
buy (1)
65:8
buying (4)
36:2,20;37:2,3
buzz (1)
43:12
bypass (1)
33:24
bypassed (1)
32:2

C

calculated (2)
36:13;38:4
call (6)
5:16;35:15;60:21;61:16;76:12;78:25
called (1)
12:25
came (2)
15:3;61:6
can (49)
5:15;7:2;10:2;11:5,17;18:4,8;19:22;20:24;21:24;22:3;23:18,19,24;24:21;25:9;32:17;33:24,25;34:4;35:14,16;39:24;40:1;41:14;43:13,18;49:23;51:15;53:17;54:9,19;56:20;60:22;61:16;62:8,10;65:16,25;66:21;67:21;70:21;72:18;73:5;76:7;77:8,10,16;79:6
capabilities (1)
69:2
capacity (9)
14:10,13;44:3,6,6,12,17,22;45:2
capture (1)
24:16
cardboard (1)
23:15
carry (1)
44:17
case (7)
9:11;51:24;53:1;54:22;55:6;60:17;67:10
cases (1)
48:14
cause (3)
26:5;28:17;51:18
cause-and-effect (1)
52:8
caused (1)
72:12
centerline (1)
46:14
certainly (3)
18:19;33:7;60:23
certificate (13)
6:25;8:11,22;9:6,19;11:20,21;22:7;25:6;47:14,25;63:15;64:1
change (6)
26:11;33:25;34:5;38:19,19,24
changes (1)
26:12
Chapter (7)
7:4;22:14,19,22,23;23:1;63:12
Chapters (2)
22:21;23:1
characteristics (1)
52:22
check (1)
67:23
Chippewa (1)
4:6
choice (3)
41:13,18,20
chosen (2)
55:15,18
Chris (33)
35:18,18;36:18,22,25;37:8,22;38:1;41:9,9,24;53:17,19,19;54:1,9,16;55:5,14;56:8,18,22;57:11;58:19,19;59:2,8;71:22,22;73:3;77:13,13,19
C-H-R-I-S (1)
35:19
Cicadas (1)
43:14
Cities (1)
63:20
citizens (1)
7:16
city (1)
73:20
clarification (2)
47:2;53:18
clarifications (1)
28:8
clarified (1)
24:5
clarify (2)
36:7;67:7
clarifying (1)
44:24
clear (1)
52:7
clearance (1)
54:20
clearly (1)
5:1
close (2)
44:2;69:17
closer (1)
63:20
closes (1)
24:6
closing (1)
79:3
cloudy (1)
60:17
coal (5)
38:9,10;59:20;60:15;61:11
coal-fired (1)
13:10
coded (1)
16:17
collect (1)
19:13
color (1)
16:17
combination (1)
61:23
comfortable (2)
6:23;56:13
coming (6)
21:15;38:20;66:17;72:7;79:3,14
commendation (1)
55:24
comment (28)
5:19;6:22;11:3;18:7;23:25;24:6,11,15;25:3,22;26:1;27:13,13,16;42:4,15,24;45:16;54:11;62:19;64:11;71:4;74:8,17,20;77:11;78:10,11
comments (39)
5:12,21;6:16,20;9:14;10:6,19;11:5,7,13;12:23;22:8;23:24;24:8,11,18;25:2,5,7,12;26:13,19;27:11,14,25;33:8;34:22;38:7;42:19;45:14;49:1;64:15;67:2;71:1;78:23,24;79:1,7,8
Commerce (12)
4:19;5:5,9;7:15;10:10;21:13,17,18;23:6,7,9;26:13
Commission (49)
4:18;5:8;6:8;7:11,12,17;8:7,8,14,22;9:5,9,20;11:18;12:16;14:11,22,24;15:24;16:14;18:5,7,10;20:6;25:4;26:25;27:4,8;31:19;32:8,18;47:13,

20,23;48:15;61:8,19; 62:1,5;63:14,25; 66:12,17;67:9,12,17, 18,23;73:14
commissioner (2) 29:21,25
Commissioners (7) 8:15;32:9;47:3; 49:1,10;74:12,19
commissions (2) 32:3,4
Commission's (1) 8:3
committed (1) 75:4
commodities (1) 29:8
common (2) 67:21,24
communities (2) 15:13;16:4
community (1) 16:3
compaction (1) 75:11
companies (1) 70:10
company (6) 14:9;17:3;61:5; 65:2,5;72:14
compensate (1) 73:7
compensation (4) 76:16,21;77:20,25
compile (1) 6:8
compiled (1) 32:8
complete (2) 6:5;20:9
completed (1) 20:16
complicated (1) 62:21
compromise (1) 69:2
concerned (1) 33:13
concerns (5) 10:18;25:15;56:12; 71:17;72:25
concluded (1) 79:16
conclusions (2) 6:12;11:16
concrete (6) 13:19,20,23;19:16; 40:20;41:6
condemnation (3) 56:19;57:1,8
condition (1) 20:3
conditions (5) 9:22;19:23;25:13; 72:19,20
conductor (1) 19:20
Conductors (1) 13:25
confusion (1) 26:24
Connection (4) 4:4;9:1;12:25; 74:20
connector (1) 68:24
connects (1) 58:4
Consequently (1) 75:16
conservation (3) 28:16;33:19;34:3
consider (4) 6:9;15:25;47:3; 73:10
consideration (4) 16:15;19:10;68:5; 69:6
considered (6) 54:17;65:3;70:7; 71:12;74:15;79:9
considers (1) 48:15
consisting (1) 6:11
consists (1) 8:14
constant (2) 43:12;70:12
Constitution (1) 30:20
constructed (2) 9:8;19:25
construction (15) 9:22;12:18;19:4,21; 20:3,7,8,10,17;71:10, 14;72:7,12,20;73:1
consultant (1) 21:19
contact (2) 5:5;12:19
contacts (1) 34:12
contain (1) 8:1
contemplating (1) 45:15
context (1) 60:22
continue (1) 57:3
continuous (1) 37:20
continuously (1) 59:22
control (4) 55:7;73:5,23,24
convened (1) 4:11
conversation (1) 32:17
Copies (2) 7:23;23:17
correctly (1) 47:18
corresponding (1) 16:9
cost (15) 35:3,5,23;36:1,12; 52:1;67:10;75:16; 76:8,16,17,21,23,24; 77:5
costs (3) 50:4;76:10;77:2
counsel (1) 36:6
Counties (5) 4:7;8:25;72:5;73:8; 77:24
County (20) 13:6,7;29:24,25; 59:10;71:7,24;72:8, 15;73:20;74:3,12,16, 18,25;75:2,4,12,14,14
couple (5) 33:14;38:6;46:5; 53:4;76:20
course (1) 12:22
court (3) 4:22;24:15,17
courtroom (1) 6:4
crack (2) 57:23;71:20
created (4) 17:8;31:20;32:19, 22
criteria (3) 7:1;9:10;47:18
crop (1) 18:18
cross (1) 75:13
crossing (1) 77:23
cured (1) 19:17
current (7) 10:1;18:18;38:19; 39:4;62:8,9;72:19
customers (3) 50:22;61:4,10
customers' (2) 50:10,22
cutting (2) 40:7;68:23

D

dairy (1) 43:9
damage (3) 71:16;75:11,12
damaged (1) 73:18
damages (3) 18:19,19;72:12
date (1) 11:23
day (3) 59:21,23;70:14
days (1) 29:18
dead (1) 29:15
deadline (1) 79:9
deal (1) 41:22
dealing (2) 30:11,12
Dear (1) 74:18
debate (1) 22:3
decide (3) 47:15,16,17
decision (15) 6:9;7:6,14,17; 11:19;20:6;24:3;27:8; 48:1;49:8,11;56:10, 16;63:14,25
decision-maker (1) 27:6
decision-makers (1) 21:24
decision-making (1) 21:23
decisions (3) 9:9;47:12;48:16
decommission (1) 59:20
decrease (1) 52:14
deep (1) 40:23
deer (1) 69:19
defer (1) 5:21
definitely (1) 72:22
delivered (1) 41:25
Department (10) 4:19;5:5,9;7:15; 10:10;21:13,17,18; 23:6;26:13
depend (1) 54:2
depending (3) 18:7;36:8;41:2
depends (1) 45:6
depreciation (1) 51:17
depth (2) 41:1,4
describe (3) 5:7;21:21;56:10
described (1) 15:20
describing (2) 12:21;16:12
design (1) 39:9
designate (1) 72:5
designed (1) 44:19
desk (3) 11:6;45:24;48:6
desks (1) 21:4
destroyed (1) 66:3
detail (4) 9:3;10:11;12:3; 14:6
details (3) 12:12,19;13:18
determination (1) 18:6
determine (3) 18:3;38:2;61:21
determined (3) 48:20;72:6;77:6
determines (1) 67:9
develop (1) 39:13
developed (3) 12:14;15:9,15
diameter (1) 13:21
difference (1) 78:5
different (15) 14:14;15:7;16:6; 28:15;29:19,20;30:9, 22;36:9;61:20;63:17; 70:10;77:12,24;78:4
dig (1) 41:6
diminish (2) 52:17,19
direct (3) 16:21;26:19;67:18
directly (3) 18:14;40:17;58:1
dirt (4) 41:14,14,19,19

disappointed (1)
69:24
discounted (1)
65:1
discuss (1)
36:10
discussed (1)
22:14
discusses (4)
22:11,15,19;63:16
dispatchable (1)
61:15
distance (1)
52:15
disturbed (1)
66:10
DNR (1)
69:21
Docket (4)
4:8,9;79:11,12
document (3)
21:24;22:25;24:1
dollars (3)
42:11;50:4;59:11
domain (1)
56:23
done (7)
30:14;47:22;61:3,3;
62:22;71:18;72:21
doors (1)
70:10
double-circuit (6)
8:24;13:1,15;14:6;
44:16;74:22
down (9)
26:14;28:6;44:2;
51:8;53:10;59:6;63:5,
21;64:5
downstream (1)
73:24
Draft (27)
10:9,11,14,20;
11:14;16:11;21:19,
20,21;22:1,3,5,11,14;
23:5,16,17,19,21,25;
24:2,4,7,11,11;48:18;
63:12
drainage (1)
69:1
drives (1)
23:15
driveway (1)
43:1
dry (1)
73:5
due (4)
16:22;23:7;75:8;
79:7
dumb (1)
49:19
during (8)
9:23;23:25;27:13;
49:9;57:4;61:13;
72:25;73:4
dust (4)
71:17;72:25;73:5,
23

E

E-002/TL-22-132 (2)
4:9;79:12
earlier (1)
27:2
early (1)
19:7
earn (3)
64:24;65:2;66:21
ease (1)
39:5
easement (47)
12:18;18:13,15,17,
21,22;19:1,3;20:7;
34:4;35:7,8;36:16,21,
24,25;37:1,1,3,4,9,10,
16;38:2;40:2;46:8,12;
54:6,8,18,19;55:7,11,
16,21,22,24;56:1,25;
57:25;58:2,10;66:18,
19;67:11;76:10,15
easements (7)
36:2,11;37:11,13;
51:16;76:24;77:4
easier (2)
23:7;39:4
easily (1)
70:23
East (1)
68:20
economically (1)
70:20
economies (1)
22:17
Eden (1)
28:5
eDocket (1)
7:25
educated (1)
49:23
EERA (2)
7:22,23
effect (1)
52:23
effort (1)
39:17
eight (1)
40:20
EIS (35)
10:7,8,9,11,15,20;
11:13;21:20,21;22:1,
3,5,6,11,14;23:5,16,
16,17,19,21,25;24:2,
4,7,8,10,11,12;27:3,
11;52:5;63:12,18;
64:2
either (3)
36:2;46:13,15
EK (17)
8:4,5;26:22,23,25;
47:5,10,23;48:9;
49:16;62:19;64:13;
67:6,7,20;73:12,13
elected (3)
30:11,24;31:14
electric (3)
13:12;57:20;62:6
electricity (4)
8:16;13:10;61:4;
65:12
Electronically (1)
23:5
else (5)
26:9;36:14;38:11;
65:8;77:5
email (2)
11:5;21:4
eminent (1)
56:23
encourage (7)
6:22;22:24;25:3;
34:23;45:16;54:11;
74:4
encroachment (2)
54:4,17
encumber (1)
77:22
encumbers (1)
37:4
encumbrance (1)
37:17
end (14)
11:9;12:17;13:2,4,
7;14:14,16;15:5;16:6;
17:20;24:7;27:15;
49:10;61:25
endangered (4)
28:19;33:22;34:2,4
ending (1)
38:8
ends (1)
47:21
end-users (1)
50:25
energized (1)
20:1
Energy (38)
4:4,20;8:5,12,21;
9:1;12:3,10,25;13:13;
15:25;17:23;18:1,12,
23,24,25;26:11;
35:19;38:17;41:10;
43:18;50:20;53:20;
58:8,20;60:16,19;
61:5;62:24;63:6,20;
64:7;71:23;74:20;
76:14;77:6,14
engineer (1)
71:7
Engineering (1)
21:19
enjoying (1)
69:23
enough (2)
34:12;62:3
ensure (3)
6:15;9:22;61:3
ensuring (1)
8:18
entails (1)
70:4
enter (2)
18:12;72:4
entered (1)
5:15
entire (3)
20:10;22:24;23:16
environment (1)
22:19
Environmental (12)
7:1;9:16;16:11;
19:5;21:20;25:7,8;
28:19;33:21;34:2;
48:18;63:16
equally (1)
39:20
equipment (5)
19:24;59:11;72:2;
73:18;75:9
erected (3)
13:23;19:19;65:18
erosion (1)
69:5
especially (5)
29:5;39:14;65:3;
70:20;73:1
essentially (2)
32:19;62:2
establish (1)
69:4
established (4)
31:19;32:10,10;
56:6
estimate (1)
65:4
estimated (2)
66:16;76:9
evaluation (3)
64:21;66:14;77:1
even (8)
19:22;40:12;41:3;
54:14;65:15,22;66:2,
19
evening (3)
4:1;12:7;79:15
everybody (7)
24:19;46:1;48:6;
49:13;57:9,12;65:11
everybody's (1)
56:4
everyone (6)
12:7;21:15;24:20;
26:18;30:20;77:9
exact (1)
11:23
exactly (3)
28:10;48:2;49:25
examine (1)
20:24
examined (1)
16:11
example (2)
54:4;61:17
exception (2)
7:25;11:17
exceptions (1)
11:18
excerpt (1)
52:5
exhibits (2)
7:20,22
existing (7)
13:5;44:25;45:1;
69:7;74:23;75:6,19
expand (3)
47:5;57:18;61:2
expect (2)
6:3;20:5
expense (3)
41:15;65:13;72:14
explain (1)
56:20
explaining (1)
17:7
explanation (1)
57:7
extent (2)
6:17;39:23
external (1)
36:6
extra (1)
73:8

F

F-0-R-D-I-Z-E (1)
60:25
Facilities (1)
8:6
facility (1)
8:12
facing (1)
43:3
fact (4)
6:11;11:15;29:18;
64:23
fact-based (1)
7:7
factor (2)
52:2;76:18
factored (1)
76:10
factual (1)
26:7
fair (2)
16:12;64:25

fairly (1)
6:16
families (1)
68:3
far (2)
40:9;55:19
farm (8)
37:9;40:2;58:12;
65:22,24;66:9;70:7;
75:9
farmer (1)
33:24
farmers (6)
28:25;29:1,10;
30:17;33:5,6
farmers' (1)
33:23
farming (2)
42:7;66:2
farmland (9)
37:6;42:9,12;43:2;
64:19;65:24;66:7;
68:23;70:8
farms (1)
43:10
favor (1)
68:21
feasible (1)
64:10
feature (1)
78:4
February (4)
6:14;11:14;53:9;
74:13
federal (5)
15:14;30:1;33:16;
50:21;51:12
fee (3)
37:2,18;58:6
feed (1)
68:3
feedback (1)
15:8
feel (1)
42:12
feeling (1)
70:14
feet (10)
13:20,24,25;14:4;
40:21;41:4;46:13,13,
15;54:6
fellow (1)
46:4
few (8)
12:21;28:7;29:18;
46:4;61:8;62:17;
63:22;65:13
fewer (1)
17:8
field (8)
26:20;39:21,22,24;
40:7,17;41:22;49:14
figure (3)
46:2;52:1;76:19
figured (3)
36:3;38:4;76:6
figuring (1)
35:23
file (2)
15:17;61:7
filed (2)
10:3;14:16
filling (1)
62:10
final (6)
6:9;7:5,17;11:12;
24:8,10
finalize (1)
24:1
finally (4)
5:10;9:17;27:4;
46:3
find (2)
23:18,19
finding (2)
46:23;48:7
findings (2)
6:11;11:15
first (14)
5:18;7:21;17:2;
19:4,13;25:23;26:17;
33:10;45:22;47:1,11,
16;54:14;57:23
five (9)
8:15;14:4;24:19;
29:18;30:9,21;32:8,
14;48:25
flash (1)
23:14
flat (1)
77:9
flew (1)
34:3
floor (1)
5:16
folks (6)
10:7,17;11:4;24:21;
27:12;39:19
folks' (1)
31:10
follow (2)
24:12;75:17
footage (1)
52:21
Fordize (4)
60:21,24,24,25
forgot (1)
25:23
form (2)
6:22;79:10
forth (2)
7:2;45:8
forum (1)
63:9
forward (8)
18:4;25:17;26:9,10;
34:24;38:20;61:24;
68:12
found (1)
7:3
foundation (5)
13:19,20,22,23;
41:1
foundations (5)
19:16,17,18,19;
37:14
four (1)
32:14
frame (2)
20:15;61:14
frequently (1)
20:21
friendly (1)
20:24
front (5)
11:6;23:15;24:13;
36:9;37:23
fronting (1)
50:4
full (3)
37:5;44:5;45:2
fully (4)
45:5,9,10;70:3
funded (1)
50:20
funding (3)
50:19,21;51:13
furthest (2)
22:23,23
future (1)
28:18

G

gal (1)
43:11
game (2)
16:12;69:21
Garvin (2)
13:8;74:25
gas (6)
8:16;60:15;61:22,
25;62:2;63:18
gather (1)
19:9
gathered (3)
6:16;16:24;17:3
gave (1)
30:21
generally (14)
22:20;36:13;52:10,
17,18;54:3,17;55:6;
58:22;59:10;72:3,11;
77:21,25
generated (1)
13:10
generates (1)
73:2
generation (2)
13:12;45:8
geographic (2)
22:22;23:2
geotechnical (1)
19:6
gestures (1)
5:2
gets (2)
51:7;56:16
given (2)
44:18;68:4
gives (1)
57:2
giving (2)
29:14,15
goes (7)
18:4,6;42:24;48:19,
20;55:11;75:1
Good (10)
4:1;12:7;27:13;
42:11;49:18;55:8;
62:15;71:25;74:5;
79:15
goods (1)
29:10
gosh (1)
34:1
governing (1)
73:19
government (9)
4:17;8:10;15:13;
30:13;31:15;50:5;
51:3;69:22;73:16
governor (3)
8:15;30:8,21
GPS (1)
69:2
grade (1)
13:25
grant (2)
46:24;56:25
granted (2)
7:10;25:11
grants (3)
50:5,6;51:4
grassland (1)
69:19
great (2)
27:21;42:9
greater (3)
9:3;52:16,22
green (1)
64:6
Greenslit (7)
25:16,19,21,25;
26:17;27:18,23
G-R-E-E-N-S-L-I-T (1)
25:21
Grill (2)
4:11;15:21
ground (1)
19:14
ground-based (1)
19:23
group (1)
72:7
groups (1)
15:15
guarantee (1)
65:25
guess (7)
36:15;38:8;42:2;
49:17;50:2;54:1;68:1
guy (1)
42:25
guys (7)
28:6;29:4,8;36:19;
45:23;52:2;53:6
guy's (1)
42:3

H

habitable (1)
54:18
habitat (1)
68:24
HALEY (4)
36:5,5,17;60:20
hand (6)
5:16;28:2;34:23;
43:22;68:11;75:25
hands (1)
6:2
happen (3)
11:24;58:16;67:11
happens (2)
12:16;49:9
happy (1)
25:22
hard (2)
11:20;45:8
haul (1)
41:15
head (3)
5:2;26:14;43:14
health (1)
22:16
hear (4)
5:8;25:22;39:10,12
heard (4)
25:25;26:5;47:7;
67:3
hearing (12)
4:3;5:14;6:4,7;
7:21;16:20;27:20;
31:3;34:17;45:22;
46:4;49:13
Hearings (11)
4:15,16;5:4;10:15,
16;11:3,12;48:12;
50:1;57:5;67:24
heavy (2)
71:15;72:1
height (2)
13:25;54:2

held (1)
10:21
helicopter (1)
19:22
Hello (2)
21:15;35:1
help (3)
18:7;24:1;63:25
helpful (1)
27:16
helps (3)
40:15;52:5;63:14
Hi (1)
42:22
high (2)
43:4;68:22
highly (1)
75:2
highway (1)
72:8
highways (1)
74:4
historic (3)
22:18;76:21;77:1
hold (1)
56:3
holes (1)
41:11
home (2)
39:11;52:21
Honor (25)
12:6;25:20,24;
35:14;38:13,22;39:7;
40:25;44:9;45:20;
46:9;50:14;51:22;
53:15;57:22;59:19;
60:20;63:11;66:25;
67:5;68:9;71:6,19;
74:8;76:11
hope (3)
12:20;67:18;78:10
hopefully (1)
20:20
host (1)
15:19
hour (1)
16:17
hours (4)
21:9;59:21,23;
70:10
house (1)
16:17
household (1)
43:6
huge (1)
65:16
human (2)
22:16;25:8
hundred (1)
59:11
hunting (2)
69:20,20
hurting (1)
70:20

I

idea (5)
13:21;28:22;32:14,
14;62:15
ideas (1)
62:23
identified (8)
9:23,25;17:4,15,21;
18:1;24:2;61:24
identify (4)
10:18;16:25;17:14;
18:8
imagine (1)
43:13
imagining (1)
43:15
immediately (1)
75:18
Impact (9)
7:1;9:16;16:11;
21:20;25:7;48:19;
58:15;59:5;68:25
impacted (1)
58:23
impactful (9)
15:5,9;16:2,8;17:4,
12,14;18:2,9
impacts (20)
9:23,25;10:7;17:8;
21:22,25;22:15,20,22;
25:9,9;48:19,21;
52:12,14,15,17,19;
55:15;63:17
important (6)
4:25;11:3;17:25;
48:10,11;49:7
importantly (3)
5:11;14:19;18:25
improve (1)
8:17
inadvertently (1)
75:6
include (4)
9:21,24;11:12;
79:11
included (5)
16:18;21:5;25:14;
31:5;76:16
includes (3)
7:14;9:12;76:25
including (5)
5:4;6:16;22:12,17;
23:10
income (4)
64:24;65:20;68:3;
75:15
inconvenience (1)
43:2
inconvenienced (1)
43:18
incorporated (1)
16:14
increase (1)
35:5
increased (1)
75:10
independent (1)
4:16
indicated (5)
12:11,24;14:8;
17:18;20:5
indication (1)
5:14
indirectly (2)
64:1,2
indiscretion (1)
27:19
individual (7)
15:12;18:13;51:24;
53:1;54:22;58:1;77:6
inform (2)
18:8;28:24
information (30)
6:16;7:7;8:1;9:14,
15;10:5,7,20;11:1,6,7,
10;16:24;17:2;19:9,
12;20:13,21;21:11;
22:2,9;23:9;24:4,5;
48:18,22;49:5,7,13;
56:9
infrastructure (1)
18:24
initial (3)
24:18;35:22;42:6
input (4)
7:14;10:18;15:4,11
install (3)
19:16,19,22
instead (3)
14:20;64:9;65:19
instructions (1)
24:12
intent (2)
40:18;42:6
interactive (2)
20:23;23:10
interconnection (1)
63:7
interest (1)
20:25
interested (5)
7:16;23:3;25:4;
28:1;78:14
interrupted (1)
66:3
into (12)
6:21;7:20;16:14,15;
18:12;19:13;51:7;
54:10;60:7,11;72:4;
77:4
intrusive (1)
39:5
inundated (2)
70:9,9
issuance (1)
11:12
issue (9)
8:10;9:5;11:15;
18:10;24:8;25:5;
31:12;63:15;64:23
issued (3)
6:13;10:9;23:24
issues (4)
9:19;24:2;25:15;
31:2

J

JACOB (27)
35:1,1,22,25;36:15,
19,23;37:7,19,24;
38:5,18;39:1;40:3,9,
14,19,23;41:5,21;
42:2;76:2,5,18;77:3,
17;78:9
Jake (1)
76:5
Jane (2)
68:13,13
J-A-N-E (1)
68:14
January (3)
10:4;15:21;24:9
JASON (9)
44:14,14,23;45:4;
60:3,4,4;61:2,15
J-A-S-O-N (1)
44:15
JEFF (6)
71:6,7;72:24;73:11;
74:2,11
J-E-F-F (1)
71:7
job (4)
14:23;16:5;56:10;
61:5
jobs (1)
52:21
JOE (10)
50:17,17;51:1,5,10;
76:12,13,13,20;77:10
JUDGE (64)
4:1,14;5:20;6:6;
8:4;9:18;11:14,18;
24:24;26:17;27:21,
24;30:25;31:8,18,23;
32:7,16,21;33:7;34:6,
11,16,20;35:11;
38:15;39:6;41:8;
42:18;43:20;44:7;
45:13;46:10,19,22;
47:1,10;48:13;49:21,
25;50:8,16;51:20;
53:13;55:13;57:14;
59:15,25;60:23;
63:10;64:12,14;
66:23;67:6;68:7,10;
70:25;71:21;73:12;
74:10;75:22;76:3;
78:17,21
judges (2)
30:9,22
judges' (1)
32:4
Judge's (1)
49:6
judicial (1)
30:7
jurisdiction (1)
73:20

K

Kandiyohi (1)
4:5
keep (2)
53:5;63:6
kicked (1)
61:20
kilovolt (5)
8:24;13:1,16;14:6;
74:22
Kimball (2)
23:22;28:6
kind (7)
28:22;35:6;42:3,24;
49:13;57:1;61:9
knew (2)
14:23;28:10
knocking (1)
70:9
known (1)
9:1
KRAMER (28)
35:1,1,22,25;36:15,
19,23;37:7,19,24;
38:5,18;39:1;40:3,9,
14,19,23;41:5,21;
42:2;76:2,5,5,18;77:3,
17;78:9
K-R-A-M-E-R (1)
35:2

L

lack (1)
70:1
Lake (2)
68:21;69:17
land (50)
18:18;19:1,1;29:2,
11,15;33:3,16,16,18,
19,20,23;34:6;35:7,9;
36:3,11,16,20;37:2,4,
5,5,9;38:17;42:7;
51:17;55:16;58:8,9,
10;59:6;64:24;65:1,4,
5;67:19;68:6;70:11,
17,22;75:3,7,20;

76:25;77:12,12,23; 78:1
land-based (1) 22:17
landlords (1) 46:1
landowner (15) 18:14,15,20;19:2; 41:12,13;51:24; 55:12;56:23;58:7; 67:12,15;77:7,7;78:7
landowners (2) 15:12;58:1
landscape (3) 43:15,16;62:10
lanes (1) 73:18
Langan (31) 12:2,5,9;25:24; 35:13,14,24;38:13,16, 22;39:6,7;40:6,13,15, 22,25;44:7,8;46:9,10, 11;50:8,12;53:15; 57:22;59:25;60:1; 66:25;71:19;76:11
language (3) 18:15,21;73:22
large (1) 8:11
larger (2) 52:5,16
large-scale (1) 75:9
last (15) 10:22;15:21;17:24; 20:12;23:11;29:17, 18;30:16;42:3,25; 55:10;57:17;68:1; 78:10,25
lastly (2) 24:14;25:14
late (1) 20:9
later (2) 9:2;34:10
Law (8) 4:14;5:20;6:6,12; 9:18;11:16;30:1; 32:10
laws (2) 7:2;28:18
leads (1) 35:6
lean (1) 46:24
learned (1) 66:6
lease (2) 70:11,17
leasing (1) 33:3
least (7) 14:14;15:5,9;17:4, 14;18:2,8
leave (3) 21:7;27:8;41:14
left (2) 70:14;76:1
legal (2) 36:6;56:25
legislators (6) 30:15,16;31:20; 32:3,11,22
length (5) 13:2,4;14:10;20:10; 64:20
lengthy (1) 57:1
Leroy (5) 59:17,17;60:13; 62:4;64:3
less (6) 16:2,8;17:12;39:5; 42:14;58:17
letter (3) 11:5;19:11;74:11
letters (2) 19:8;46:1
level (1) 49:14
LEVI (9) 21:14;51:21,22; 52:4;53:2;63:10,11; 74:13,18
liable (1) 58:16
libraries (1) 23:20
Library (1) 23:22
lightly (1) 45:5
likely (2) 61:19,24
Lillian (2) 68:21,21
limit (1) 24:18
limited (3) 6:19;9:12;23:14
Lincoln (1) 4:12
line (48) 8:25;13:1,16;14:7, 9,12;19:25;26:1;39:2, 19,20,25;40:10,17,17; 42:9,25;43:4,11;44:2, 25;46:25;48:2;51:19; 52:15,24;53:7,7,12, 22;54:24;55:2,19; 57:25;58:4;62:7; 63:24;64:9;65:19; 68:23;69:12;70:16; 74:23;75:5,8,17; 77:22;78:13
lines (14) 39:24,24;40:4; 50:11;51:16;52:9,11; 62:12;68:24;69:3,12, 16;75:12,19
links (1) 23:11
list (1) 67:22
listed (2) 23:11,20
little (11) 12:13,15;14:5; 16:22;31:23;42:14; 45:3;68:5;70:2;71:9; 77:4
live (2) 23:2;42:25
lives (1) 8:18
living (1) 42:7
loaded (4) 45:5,6,9,10
loads (2) 45:7;71:15
local (4) 15:13,13;30:23; 73:16
locally (1) 29:23
located (3) 4:11;41:3;53:23
location (1) 75:5
locations (2) 17:10;58:2
long (6) 22:6;54:20;57:6; 64:20;65:19;66:8
look (14) 15:7;17:22;27:7; 43:3;48:17,22;49:4,5, 8;54:21;58:5;65:17; 69:14;74:7
look-ahead (1) 61:9
looked (4) 30:20;45:24;68:6; 69:11
looking (4) 10:6;58:7;63:3; 70:21
looking-forward (1) 62:24
looks (3) 9:20;13:16;48:15
lot (18) 13:16;15:7;27:14; 28:15;29:11;34:14; 35:5;39:2;42:5;48:22; 52:21;65:20;69:18, 19;71:14;72:1,2;73:2
lots (1) 20:20
loudly (1) 5:1
Lyon (4) 4:7;8:25;13:7; 74:25

M

M-0-L-E-N-A-E-R (1) 64:18
ma'am (1) 64:16
machine (1) 55:2
machines (1) 70:14
MACIK (30) 45:19,21;46:16,20, 23;47:7,22;48:4; 49:12,18,22;50:2,9, 24;51:3,6,14,23; 52:25;53:3,24;54:7, 13;55:1,8;56:2,15,20; 57:9,12
M-A-C-I-K (1) 45:21
MAERTENS (6) 57:16,17;58:11,24; 59:3,14
M-A-E-R-T-E-N-S (1) 57:17
mail (1) 68:17
main (1) 36:15
maintain (5) 15:1;18:23;39:18, 20;62:12
maintained (1) 71:11
maintenance (1) 39:19
majority (2) 37:15;77:22
makes (3) 18:6;39:13;60:11
making (4) 6:9;9:9;29:5;42:7
management (1) 34:7
manager (1) 50:18
manages (1) 8:9
manner (1) 7:8
many (4) 9:20;65:15;69:4; 70:6
map (3) 20:23;23:10;39:2
maps (2) 16:16;17:18
March (3) 11:22;20:6;47:15
mark (1) 5:14
marked (1) 5:17
market (1) 29:8
MARLOWE (7) 71:6,7,24;72:24; 73:11;74:2,11
M-A-R-L-O-W-E (1) 71:8
Marshall (1) 63:5
material (2) 20:22;41:5
materials (1) 71:15
Matt (26) 12:2,5,9;25:24,24; 35:14,24;38:13,16,22; 39:7;40:6,13,15,22, 25;44:8;46:9,11; 50:12;53:15;57:22; 60:1;66:25;71:19; 76:11
Matter (3) 4:3,20;79:5
maximize (1) 40:1
Max's (2) 4:11;15:21
may (5) 5:5;9:21;70:17; 77:5,24
Maybe (5) 26:15;42:13,14; 62:14;66:15
mean (9) 26:8,9;27:3,10; 48:10;51:25;53:7; 63:8;67:16
meaning (1) 72:5
measures (2) 22:16,20
Medicine (1) 4:6
Meeker (2) 4:6;29:25
meet (2) 47:15;54:20
meeting (8) 6:1;7:18;10:22,22, 25;45:22;48:5;54:14
meetings (8) 10:5,15,16,21,24; 11:2,11;15:20
megawatts (2) 44:17;61:18
member (4)

17:10;21:2;35:16;
44:11
members (4)
6:18;21:5;34:18,22
mentioned (4)
28:21;50:3;67:8;
70:1
message (1)
21:7
messages (1)
70:12
met (1)
28:6
metal (1)
43:4
methods (1)
9:24
MICHAEL (30)
45:19,21;46:16,20,
23;47:7,22;48:4;
49:12,18,22;50:2,9,
24;51:3,6,14,23;
52:25;53:3,24;54:7,
13;55:1,8;56:2,15,20;
57:9,12
M-I-C-H-A-E-L (1)
45:21
mid (1)
27:5
middle (3)
39:3;42:9;75:2
might (7)
5:24;30:8;53:12;
54:22,23;62:15;78:3
migraines (1)
43:7
mile (2)
8:24;14:5
miles (3)
13:3;64:19;65:23
minimize (1)
9:24
minimum (1)
70:13
Minnesota (17)
4:4,12,18,19;7:3,3;
8:6,8;9:1;12:25;13:6;
14:12;15:18;21:17;
28:5,24;74:20
Minnesotans (1)
8:18
minute (1)
49:19
minutes (3)
12:21;24:19;30:6
missing (1)
24:4
mission (1)
8:17
misspoke (1)
67:15
misunderstanding (1)
31:24
mitigated (1)
25:10
mitigation (3)
21:22;22:15,20
mnenergyconnectioncom (1)
20:20
modifications (1)
25:11
modified (2)
17:6,16
MOLENAER (6)
64:17,18;67:4,14;
68:1,8
moment (2)
4:21;76:8
Monarch (1)
34:3
money (6)
29:5,11;43:18;50:6;
62:7;65:2
month (3)
16:22,23;24:7
monthly (1)
70:22
more (18)
10:11;11:7;12:3;
16:22;24:21;33:2,20;
36:13;42:3;45:3;53:4;
62:21;63:19;66:15;
68:5;74:8;75:20;
78:23
Morgan (1)
44:3
most (4)
5:10;37:12;42:6;
70:5
move (2)
24:21;26:9
moves (1)
61:23
moving (2)
53:5;73:18
Mrs (1)
46:17
much (13)
27:19,22;35:23;
43:21;51:15,17;
55:22;57:14;62:25;
68:7;74:5;75:23;78:9
multiple (1)
74:15
must (2)
6:4;9:5
myself (2)
21:5;31:4

N

name (16)
4:13;8:5;12:9;
21:16;24:17;25:17,
18,23;34:25;42:22;
43:24;57:16,17;
59:17;64:17;68:13
named (2)
14:18,19
names (1)
5:17
natural (7)
8:16;22:19;60:9;
61:22,25;62:2;63:18
naturally (1)
59:6
near (6)
13:7;52:11;62:11;
63:5;74:24;75:5
nearby (3)
16:9;39:11;41:17
necessarily (1)
36:20
necessary (3)
26:12;68:25;75:21
need (29)
6:25;8:11,23;9:6,
19;11:21;14:10,13;
16:21;21:10;22:7;
24:1;25:6;26:16;
28:20;47:14,16,25;
53:17;58:3;61:10,14,
18,20,24;62:5;63:15;
64:1;68:17
needed (11)
9:7;46:8,12;47:17,
19,20,24;48:3,8;56:3;
61:16
needs (7)
24:5;27:3,4;55:16;
62:14;68:4;73:15
negative (3)
52:11,17,19
negotiate (4)
18:14;55:20;56:24;
57:4
negotiates (1)
77:8
negotiating (1)
55:25
negotiations (1)
12:18
neighborhood (1)
52:22
neighbors (1)
46:5
neutral (2)
7:7;49:14
new (6)
8:23;13:12;62:14;
74:22,24;75:15
next (12)
10:1;12:21;16:19;
18:11;19:15;32:24;
48:1;55:25;56:18;
62:17;75:19;76:6
night (2)
29:18;30:16
no-action (1)
22:13
noise (1)
43:10
none (4)
28:10,13;30:10;
79:2
nonelected (2)
31:14;32:6
nonrepresentative (1)
30:12
normally (1)
73:9
north (2)
13:4;22:23
noted (1)
61:15
notice (2)
23:21;24:12
noticed (1)
11:24
notify (1)
55:17
November (3)
4:10;11:4;79:8
nuclear (1)
60:15
Number (13)
4:8,9;21:3;23:14;
39:9;44:1;61:5;66:8,
16,20;72:21;79:11,12

O

OAH (2)
4:8;79:12
Obviously (2)
37:13;53:8
occur (1)
52:12
occurred (1)
15:20
October (2)
10:10;14:17
off (5)
29:11;55:11;61:20;
72:7,16
offer (1)
42:11
offered (1)
7:19
offhand (1)
62:20
Office (3)
4:14,15;45:25
official (1)
49:5
officials (1)
30:23
offset (1)
75:15
often (1)
72:15
old (2)
38:9,10
older (1)
43:11
Olivia (2)
4:12;29:23
once (3)
24:16,20;66:3
one (37)
4:25;5:4;10:22,25;
15:22;16:19;23:19;
24:15;26:2;28:9;
29:22,23,24;30:8;
33:1;39:9;42:3;44:9;
45:2;49:6,23;51:15,
18;52:13;59:4;61:5;
63:17,18,24;65:12;
66:12;69:16,17;73:2;
74:8;78:3,10
ones (3)
9:13;49:11;52:16
one-time (2)
37:19,22
online (2)
10:22;11:5
only (7)
4:25;6:21;10:25;
15:12;35:7;47:2;54:9
onto (1)
72:8
open (4)
5:16;11:4;16:17;
23:25
operate (3)
14:25;18:23;37:12
opinion (2)
49:23;64:4
opportunity (7)
5:19;10:16;24:19,
20;29:17;41:13;74:19
options (1)
63:24
orange-colored (1)
10:14
order (1)
47:13
organize (1)
48:25
organizing (1)
49:2
original (3)
17:12;20:2;69:12
originally (1)
38:10
others (1)
5:24
otherwise (2)
23:3;41:16
ourself (1)
68:3
out (26)
4:21;10:3,4;11:6;
15:6;28:23;29:10,22,
25;33:6;39:21;41:6,

15;42:7,10,24;43:3;
47:11;52:1;61:6;
62:13;70:17;73:5;
75:7;76:7;77:9
outbuildings (1)
54:19
outlined (2)
9:10;73:21
outside (9)
30:14;31:3,3;34:7,
17;45:24;63:1,8;73:8
over (12)
6:7;12:2,20;18:3;
21:12;43:22;44:6;
52:17,19;53:14;71:3;
73:20
overall (4)
8:9;10:19;76:16,23
overlap (1)
39:15
own (7)
22:10;33:18;37:5,
17;38:11;58:8;63:1
owned (3)
19:2;29:6;38:11
owners (2)
70:8,8
owning (1)
35:9
owns (2)
38:9,17

P

packet (1)
23:13
page (3)
23:7,8,10
pages (4)
22:6;23:6,11;52:3
paid (4)
50:6;64:21;66:15;
67:10
pain (1)
56:4
pamphlets (1)
45:23
panelists (1)
26:5
panels (4)
65:15,16,18;66:13
papers (1)
48:6
part (17)
4:17,24;18:21;
30:19;32:16;37:12;
47:4;48:11,14;49:6,7;
51:7;60:6;62:22;73:3,
6,14
participating (1)
16:5
particular (5)
17:18;20:25;28:25;
61:6;67:1
particularly (2)
25:4;28:14
parties (4)
7:16,19;31:4;57:6
parts (1)
35:21
Party (1)
30:3
pass (1)
20:12
passing (1)
68:6
past (1)
55:3
pay (11)
35:8;37:10,10;
50:22;55:22;58:9,16,
25;65:6,7;77:18
paying (1)
77:4
payment (5)
37:20,20,23;38:3;
78:6
payments (3)
38:3;57:25;70:22
peat (1)
69:18
people (21)
11:17;21:9;22:6;
28:15;29:7,13;34:8;
38:10;39:10,12;
42:10;43:6;60:18;
65:13;68:18;70:3,6,9,
14,19;78:13
people's (1)
65:20
per (1)
14:4
percent (8)
52:14;64:22;65:4,6,
7,8;66:16;67:9
percentage (1)
64:6
perhaps (4)
5:10;19:7;31:23;
39:15
period (5)
11:4,17;23:25;24:6;
27:14
permanent (2)
36:21;37:1
Permit (20)
4:3;6:10,13,24;
7:10,18;8:11,23;9:7,
20;11:21;14:11;
18:11;22:8;23:23;
25:6,10;46:24;48:1;
73:14
permits (2)
73:22,24
permitted (1)
14:22
person (4)
4:25;26:21;36:9;
77:8
personal (1)
64:3
personally (1)
78:12
persons (1)
5:17
petition (1)
68:16
pheasant (1)
69:20
phone (3)
21:3,7;70:12
pick (2)
21:6;59:3
picked (1)
73:23
picture (2)
13:17;14:2
pile (1)
41:21
pink (3)
16:17;69:13,16
PITTS (4)
36:5,6,17;60:20
place (6)
19:1,17;48:2;54:8;
65:19;74:6
placed (2)
14:1;75:18
placement (2)
68:22;69:7
Placing (1)
75:4
plan (4)
47:9;59:24;60:14;
61:23
Planner (1)
8:6
planning (4)
60:6;61:3,7;62:22
plans (5)
54:12;62:6,16,24;
64:7
plant (13)
38:9,10,21;59:20,
21;60:15;62:2,8,11,
13;63:5,7,19
plants (2)
61:11,22
playing (1)
49:14
please (14)
5:1;21:7,9;24:3,17,
18;26:19;35:20;41:8;
56:21;68:12;71:21;
74:10;79:11
pm (3)
4:10;79:8,16
point (9)
4:21;13:7;28:20;
47:11;55:7;63:7;
66:21;70:5,19
points (6)
12:18;13:2,4;14:15,
16;15:5
pole (3)
19:18;43:4;46:7
poles (8)
57:20;58:13,16,18,
23;62:10;65:23,24
Pollution (1)
73:24
portion (1)
37:3
portions (1)
8:1
posed (1)
59:9
position (1)
56:13
positions (2)
30:10,11
possibility (1)
65:18
possible (4)
6:17;39:23;74:5;
75:11
postpone (1)
62:16
potential (8)
21:21,22,25;22:15,
20,21;52:12;63:16
pour (1)
41:6
power (11)
43:11;44:1,18;45:3;
56:23;58:23;62:7,11,
13;64:9,9
practice (1)
75:9
practices (1)
69:1
prefer (2)
57:7,8
preference (2)
14:21;74:16
preferred (7)
16:25;17:1,5,15,23;
18:1;26:1
prefiled (1)
7:24
pre-hour (1)
16:16
preliminary (1)
48:7
prepare (1)
6:11
prepared (3)
21:19;22:5;36:10
presence (1)
52:23
present (1)
68:15
presentation (7)
8:3;9:2;10:12;11:9;
12:22;17:21;23:12
presentations (1)
24:25
presented (3)
7:7;10:20,24
presenters (1)
5:22
preside (1)
6:7
pressure (1)
70:15
pretty (3)
20:23;72:21;73:4
previous (1)
20:3
price (2)
52:23;65:1
primarily (1)
13:13
primary (1)
74:3
prime (1)
68:23
prior (2)
20:3;66:9
private (3)
30:19;69:23;73:17
probably (5)
42:14;51:8;54:18;
66:21;70:13
problem (2)
26:6;41:22
Proceeding (1)
79:16
process (35)
8:9;9:24;10:13;
11:8;12:1;16:20,20;
18:2,13;19:3,4,21;
20:10,18;27:1,5,16;
36:11;48:12;49:9;
53:10;57:2,4,7;60:7;
61:7,11,13,20;62:22,
25;71:10,17;72:18;
74:6
produce (1)
68:3
producible (2)
66:5,9
producing (1)
60:10
product (2)
29:9;68:4
production (4)
68:25;75:7,15,20
productive (2)
42:11;75:2
program (1)
69:22
Project (78)
4:5;8:12;9:1,3,4,6,
7;10:17,19;11:8;12:4,

12,17,21,24,25;13:2,2,4,9,14;14:14,15;15:5;16:4,7;20:11,13;21:2,4,10,23,25;22:2,4,12,14;23:9,20,24;25:7,9;28:25;31:1,12;35:3,16,23;36:1,3,12;38:1,8,25;40:7;42:5;44:9,11;47:19;50:18,20,20,21,23;51:11,12;58:3;61:6,12,25;63:3,4,13;70:4;74:21;76:8,17,23
project-related (1)
25:15
projects (5)
51:11;63:17;72:3,22;76:22
project-specific (3)
17:19;20:19;21:3
promptly (1)
73:17
promulgated (1)
34:7
proper (3)
9:22;62:7,13
properly (1)
59:9
properties (2)
52:11,16
property (41)
18:16,19,24;29:14;30:18,19;37:17;39:24,25;40:4,10,16,17;41:16;43:12,16;52:8,12,14;53:7;55:2,18,20;57:3;58:6,9,12,14,17,23;59:1,4,6,12,13;66:14;69:22,23;77:21;78:3,8
proposal (2)
18:4;69:13
proposals (2)
26:2,11
propose (4)
14:9,13,23;70:12
proposed (19)
10:17;15:2,16;16:1,3,9;17:11,13;22:11;25:6;27:2,12;68:22,24;74:20,21;75:1,13,18
proposing (5)
12:13,14;17:23;44:10;53:25
prorated (1)
38:3
protections (1)
73:25
proven (2)
47:17,24
provide (15)
9:3;10:11,16,18,19;11:5,10,17;12:3,11;14:5;16:21;23:24;60:22;62:8
provided (4)
9:17;22:9;50:10;76:22
provides (1)
18:22
proximity (2)
52:9,20
public (39)
4:3,18;5:4,11;6:8,17,18;7:21,25;8:6,8,14;9:5,13;10:4,15;14:11;15:4,8,12,19,24;16:8,18;17:11;18:5;23:20,22;24:6;25:1;31:18;32:7;33:2;34:22;49:1;56:22;61:8;67:16;78:24
PUC (8)
4:9;7:22,22;23:6,8;30:9;31:13;79:11
purchase (6)
37:2,15;56:1;58:5,8;76:25
purple (4)
14:19;17:9;42:13;74:15
purpose (3)
13:9,14;21:21
push (1)
45:3
pushing (1)
45:8
put (13)
18:4;19:13;29:13;33:15,19,21,25;39:11,12;44:1;48:2;59:11;75:3
putting (2)
46:7,25

Q

qualify (1)
51:12
quasi (1)
30:7
quasi-appointed (1)
30:21
quasi-judicial (1)
32:4
quick (7)
11:25;46:5;47:2;50:3;53:4;76:2,4
quite (2)
71:25;72:15

R

raise (2)
5:16;28:2
raised (1)
33:10
raising (2)
6:2;31:2
ramifications (1)
28:18
Randy (4)
60:21,24,24;62:21
R-A-N-D-Y (1)
60:25
range (2)
41:2;52:13
rate (2)
67:16;77:9
ratepayers (1)
51:2
rates (1)
8:20
reach (1)
56:16
read (5)
22:24;32:5;43:7;48:5;68:18
reading (2)
23:1;52:3
real (1)
21:8
realize (1)
77:23
really (9)
18:15;25:22;39:19;42:16;62:20,25;63:8;67:19;78:14
reason (1)
65:11
reasonable (1)
8:20
receive (2)
27:13;75:14
received (6)
7:20,22;9:14;11:14;19:8;79:10
recently (1)
10:9
recommend (1)
23:1
recommendation (5)
6:12;7:9,13;47:3,8
recommendations (1)
11:16
reconstruction (1)
72:17
record (21)
4:23,24;6:5,8,20,21;7:14,21;9:11,21;18:8;25:18;27:17;37:16;47:4,8;48:9,14;49:4,5,16
recreational (1)
78:2
redirect (1)
26:18
reduced (1)
65:21
reduction (2)
52:13;69:5
Redwood (1)
4:7
refocus (1)
31:1
regardless (1)
79:10
region (1)
22:22
register (1)
5:15
registered (1)
5:17
regulates (1)
8:16
regulations (1)
34:1
reimburse (2)
18:20;72:16
relates (1)
54:23
relationship (1)
52:8
relatively (1)
57:6
relevant (1)
6:15
reliability (1)
60:7
reliable (5)
8:18;59:23;60:18;61:4;64:8
rely (1)
60:14
remains (1)
38:25
Remember (1)
47:14
remind (2)
26:18;79:6
reminder (1)
24:14
remote (1)
69:21
removed (1)
41:25
renewable (4)
13:12;62:3;63:6,20
rental (1)
37:20
Renville (5)
4:6;71:24;74:3,18;75:3
repair (2)
73:15,17
repaired (1)
72:13
repairs (1)
72:16
replace (1)
13:9
replacing (2)
13:11;59:22
report (11)
6:11,13,24;7:5,6,12;9:17;11:18;48:13;49:6;53:10
reporter (3)
4:22;24:16,18
represent (1)
68:18
representation (9)
30:2,3,5,17,23;31:7,9,17;70:2
representative (1)
31:11
representatives (4)
29:19,20,21;32:1
represents (2)
30:17;32:15
republic (1)
31:15
request (3)
6:10;7:9;75:17
requesting (1)
69:6
requirements (3)
23:8;25:13;54:21
research (2)
32:25;52:7
residence (2)
39:11;54:18
residential (1)
78:2
residents (1)
68:20
resource (3)
61:7,21;62:22
resources (6)
21:10;22:18;60:9,9;61:15;62:3
respectful (1)
6:3
respond (4)
11:13;24:10;66:24;67:1
responses (1)
21:8
responsible (1)
72:23
restate (3)
35:20;40:16;77:15
restoration (1)
73:6
restore (2)
66:1;72:23
restored (1)
72:13
restoring (2)
20:1,2
restrictions (1)
33:20
result (2)
74:22;75:10

resume (2)
75:25;78:18
retiring (2)
13:11;61:10
revealed (1)
52:10
review (11)
6:19;8:9;10:2;
11:25;16:20;20:15,
16,17;23:4,18;48:11
reviewed (2)
12:15;62:1
reviews (1)
9:11
revise (1)
24:7
revisit (1)
33:9
reword (1)
76:7
richest (1)
29:7
riddled (1)
28:12
right (44)
19:23;21:7;24:24;
25:16;26:15;32:7,23;
34:21;35:22;39:16,
25;42:18,19,21;43:1,
14,20,22;44:14;
45:13;47:21;49:14,
24;51:5;54:9;55:23;
57:2,11;62:11;64:14,
25;66:7,23;67:14,20;
68:10;69:7;70:20;
71:1;75:6,19;78:21,
25;79:2
rights (5)
19:7;30:19;37:3,11;
44:18
rises (1)
27:15
road (15)
39:13,15,20;42:25;
51:8;53:10;64:20;
66:6;69:7;72:4,9,11,
17;75:6,19
roads (15)
39:4;71:11,16;72:1,
8,9,13,18,23;73:8,15,
18,21;74:4;75:11
Rock (1)
29:6
ROGERS (35)
35:18,18;36:10,18,
22,25;37:8,22;38:1;
41:9,9,24;53:19,19;
54:1,9,16;55:5,13,14;
56:8,18,22;57:11;
58:19,19;59:2,8;
71:22,22;73:3;77:11,
13,13,19
R-O-G-E-R-S (1)
35:19
role (3)
4:23;5:7;6:15
rolls (2)
21:4;77:3
RON (13)
28:4,4;31:6,10,21,
25;32:12,20,23;
33:13;34:9,14,19
room (1)
23:19
round (3)
15:19;32:24;43:14
Route (64)
4:3;6:10,13,24;
7:10,17;8:11,23;9:7,
20;11:21;12:17;
14:11,18,19,20,20,20,
21,22;15:4,7,23;16:1,
6,9,13,25;17:1,4,5,7,9,
9,10,11,13,14,16,18,
21,23;18:1,4,6,9,11,
11;22:8;25:5,10,11;
39:23;42:13;48:1;
53:8;55:15,17;74:3,
17,21;75:1,13,18
routes (23)
12:14,15;14:14,15,
18,23;15:2,4,10,16,
23;16:1,10,15,18;
19:10;26:7;39:9,14;
42:13;54:14;72:6;
74:15
routing (1)
39:22
rows (1)
10:14
rule (3)
7:2,4;9:10
rules (6)
7:2;33:25;34:5,7;
47:18,18
run (1)
39:4
running (8)
39:2,3;40:10;42:8;
43:11;44:5;45:2;64:9
RUUD (5)
59:17,17;60:13;
62:4;64:3
R-U-U-D (1)
59:18
RYKS (2)
42:22,23
R-Y-K-S (1)
42:23

S

safe (2)
8:18;9:22
safer (1)
55:6
safety (4)
22:17;54:20;71:11,
16
sale (1)
52:23
same (4)
10:24;11:1;38:25;
78:6
SAMUEL (9)
50:17,17;51:1,5,10;
76:13,13,20;77:10
S-A-M-U-E-L (1)
50:17
save (1)
62:6
saw (4)
16:15;43:22;68:11;
75:25
saying (4)
11:20;26:24;34:15;
63:2
schedule (4)
10:2;77:20,25;78:6
scheduled (1)
11:23
schools (1)
52:20
SCHWANDT (6)
43:24,25;44:12,21;
45:1,11
S-C-H-W-A-N-D-T (1)
43:25
scope (6)
10:6;30:15;31:3,4;
34:17,17
scoping (4)
15:19;16:18;22:8;
24:3
SCOTT (20)
8:4,5;12:5,11,24;
14:8;15:20;16:12;
20:5;26:23,25;47:10,
23;48:9;49:16;62:19;
64:13;67:7,20;73:13
screen (2)
13:17;23:13
second (1)
71:4
secret (1)
8:1
section (2)
52:6;53:6
sections (1)
39:3
seeing (2)
49:1;79:2
seek (1)
15:4
seem (1)
64:10
seemed (1)
28:13
seems (1)
49:19
sees (1)
27:4
segment (3)
16:6;17:11,13
segments (1)
16:1
selected (1)
25:12
sell (2)
29:9;55:11
selling (1)
33:6
send (2)
26:13;68:17
sending (1)
69:9
sense (4)
39:13;44:20;56:7;
60:12
sent (1)
74:13
separate (4)
7:18;44:9;51:25;
77:1
serve (1)
61:10
serves (1)
69:19
service (1)
50:10
services (3)
8:17,19;75:16
set (2)
7:1;20:1
settlement (1)
22:16
seven (3)
13:20;40:20;77:24
several (4)
23:4;59:1,11;63:24
several-year (1)
61:9
Shaddix's (1)
4:23
shaking (3)
5:2;6:2;26:14
share (1)
39:16
shed (4)
53:12,22;54:2;55:2
sheet (1)
5:15
sheets (1)
5:18
Sherburne (3)
4:5;8:25;13:6
Sherco (8)
13:5;44:18;61:10;
62:11;63:5,7,19;
74:23
shining (1)
61:18
SHIRLEY (6)
64:17,18;67:4,14;
68:1,8
S-H-I-R-L-E-Y (1)
64:18
shocked (1)
28:11
shocking (1)
28:23
shot (1)
40:11
show (1)
5:25
shows (1)
10:1
side (4)
13:5;46:14,15;56:4
sides (3)
14:1;19:20;40:12
sign (1)
55:10
signatures (2)
69:8;70:6
significant (1)
48:14
signing (1)
56:13
similar (3)
8:12;10:5;78:1
simple (2)
17:7;47:22
Simply (2)
75:3,17
single (3)
12:17;13:22;14:1
sit (1)
37:13
site (2)
20:2,2
situation (4)
28:17;33:4;69:15,
25
situations (2)
40:4,6
six (4)
17:10;26:1,3,10
size (8)
9:4;13:21;14:12;
46:8,12;52:21;54:2;
72:3
slide (4)
10:1;11:9;13:17;
23:12
small (1)
69:21
smaller (1)
52:16
smarter (1)
45:11
soil (7)
41:2,11;66:1,3,4;
69:5;75:11
solar (20)

13:13;29:2,12,14; 33:3,15;42:4,10;45:7; 51:7;59:22;60:8,10; 64:4;65:15,16,16,16, 18;66:12
sold (1) 29:10
solely (1) 41:19
solicited (1) 15:11
somebody (3) 38:11;50:3;65:8
someone (4) 21:6;36:14;50:14; 77:4
sometime (1) 11:22
Sometimes (2) 45:5,5
somewhat (1) 59:7
somewhere (2) 41:17;44:2
sorry (3) 25:13,23;26:25
sort (1) 27:20
Sounds (1) 49:18
source (1) 60:18
sources (1) 13:12
south (2) 22:23;43:4
southern (2) 13:6,7
space (1) 65:16
span (1) 14:3
speak (8) 4:25;5:1,13;21:1; 24:20;28:23;37:21; 55:22
speaker (1) 24:15
speakers (3) 5:1,25;24:16
speaking (1) 28:1
special (1) 9:21
species (5) 28:19,19;33:22; 34:2,4
specific (8) 18:11,16;21:4; 33:10,11;72:6;73:2; 78:3
specifically (3) 29:22;55:20;74:21
spell (3) 24:17;25:18;34:25
spraying (2) 69:1;75:10
square (1) 52:21
stable (1) 62:9
stack (2) 45:25;48:5
staff (1) 5:10
stage (1) 74:14
stakeholder (1) 15:15
STANDING (6) 44:14,15,23;45:4; 60:4,4
S-T-A-N-D-I-N-G (2) 44:15;60:5
standpoint (1) 39:23
start (4) 20:7;71:3,5;72:16
started (2) 15:6;69:14
starting (1) 38:21
state (26) 4:17;14:12;15:14, 18,22;16:6;20:16; 24:17;25:17;29:19, 20,21;30:23;31:19,19, 20;32:1,2,10,11; 33:16;34:25;50:6; 72:8;73:20;74:4
Statement (7) 7:1;9:16;16:11; 21:20;25:8;48:19; 67:8
states (1) 19:12
state's (3) 16:19;20:14,15
station (1) 62:11
statute (6) 7:2;9:11;31:19,20; 32:21;47:19
Statutes (2) 7:3;32:22
stay (4) 27:3;40:4,11;53:6
Stearns (1) 4:5
steel (2) 13:24;19:17
step (4) 18:11;19:15;55:25; 56:18
steps (3) 11:11;16:19;19:4
stick (1) 78:5
sticking (1) 78:22
still (17) 19:2,10;26:13,16; 27:1;37:5,8,11,17; 38:11;43:2;48:9;57:3; 60:18;66:19;78:18; 79:7
stipulations (1) 35:9
stop (2) 29:14;33:3
storage (1) 61:22
straight (1) 40:11
stray (1) 43:9
strongly (1) 54:11
structure (6) 13:19,22,24;14:2; 19:21;32:9
structures (3) 14:3,4;19:18
studied (2) 10:8;63:18
stuff (7) 45:23;46:2,5;51:16; 53:8;56:3;57:19
subjects (2) 28:24;70:2
submit (4) 11:7;54:11;62:23; 79:7
submitted (1) 79:9
substantive (1) 24:10
substation (6) 13:5;38:9;58:5; 73:1;74:24,24
substations (2) 58:3;76:25
successful (1) 21:8
suggesting (1) 55:3
suggestion (2) 62:5,18
summarize (1) 7:6
summertime (1) 73:4
sun (1) 61:17
supplement (2) 59:24;60:15
supply (1) 62:14
support (2) 5:25;52:7
supports (1) 59:1
supposed (1) 56:17
Sure (9) 36:15,17,25;44:8; 48:25;53:19;58:21; 59:2;72:24
surprised (1) 70:5
survey (3) 19:5,6,15
sustain (1) 70:21
sustainable (1) 8:19
Suzanne (2) 4:13;46:18
sway (1) 40:5
switching (1) 70:2
system (4) 7:25;32:4;45:7; 63:13

T

table (4) 23:16;24:13;34:8; 45:24
tables (1) 34:8
talk (5) 12:13,15;22:21; 55:20;71:9
talked (2) 29:18;43:10
talking (3) 44:24;54:3;63:1
talks (1) 63:12
task (1) 48:24
tax (5) 50:6;58:14,17; 59:13;75:15
taxable (1) 58:17
taxation (1) 30:3
taxed (2) 30:4;57:20
taxes (9) 57:18;58:9,13,16, 23,25;59:4,6;65:7
taxing (1) 59:9
taxpayers (1) 75:16
Tea (1) 30:2
team (5) 21:2,5;22:5;35:16; 44:11
technically (1) 41:12
technique (1) 70:15
telephone (1) 8:17
telling (1) 31:25
temporary (1) 41:24
ten (2) 23:19;66:1
tend (1) 52:22
terming (1) 17:6
terms (3) 20:4;39:18;57:24
testimony (4) 7:20,24;9:16;16:21
Thanks (6) 12:7;21:14;35:17; 38:22;57:14;62:19
that'll (1) 11:24
theme (2) 67:22,24
Therefore (2) 4:24;17:4
thinking (1) 53:11
though (2) 60:14;65:22
thought (5) 16:8;28:22;65:14; 68:2,10
thousand (1) 59:11
three (6) 10:21;29:19,21; 32:14;43:6;70:13
throughout (7) 16:4,7;20:14,15,17; 23:20;67:24
throwing (1) 48:6
thus (1) 52:15
tied (1) 51:7
tile (2) 69:1;75:12
timeline (1) 20:4
times (4) 9:20;45:9,10;70:13
title (2) 37:5,16
Today (5) 4:9;5:4,7;10:23;

43:11
TODNEM (62)
4:1,13;8:4;11:14;
24:24;26:17;27:21,
24;30:25;31:8,18,23;
32:7,16,21;33:7;34:6,
11,16,20;35:11;
38:15;39:6;41:8;
42:18;43:20;44:7;
45:13;46:10,18,19,19,
20,22;47:1,10;49:21,
25;50:8,16;51:20;
53:13;55:13;57:14;
59:15,25;60:23;
63:10;64:12,14;
66:23;67:6;68:7,10;
70:25;71:21;73:12;
74:10;75:22;76:3;
78:17,21
Todnem's (2)
11:18;48:13
together (2)
57:6,10
told (3)
29:21;35:4;78:12
toll-free (1)
21:3
tomorrow (1)
10:23
tonight (8)
8:21;10:5;12:1,8;
21:16;44:10;48:11;
63:1
took (2)
15:7;66:8
top (4)
13:23;19:18;65:17;
67:22
total (1)
61:19
towards (1)
46:24
towers (4)
33:5,16;37:13;
40:20
town (1)
13:7
township (8)
57:18,21;58:24,25;
72:8;73:7,20;74:3
townships (4)
57:19;68:21;72:5;
73:16
trade (1)
8:1
traffic (4)
71:14;72:2;73:2,5
transcript (1)
5:3
transfer (1)
37:4
transmission (28)
8:24;13:1,16;14:7,
9;33:5,15;39:2;42:8;
51:12;52:9,11,24;
53:22;54:24;57:25;
58:4;63:3,24;65:19;
68:23;74:23;75:5,8,
17;76:23,24;78:13
transmit (1)
29:2
treatments (1)
73:8
tree (1)
69:3
trees (1)
69:18
tremendous (1)
16:5
trends (1)
52:10
true (2)
26:7;71:25
try (10)
31:1;40:3;42:10;
53:6,15;56:5;57:4,5;
60:11;78:5
trying (5)
19:8;28:24;29:9;
39:22;78:6
turn (3)
12:2;21:12;53:13
Twin (1)
63:20
two (19)
10:23;14:14,15,18,
23;15:2,3,10,16;
24:16;35:21;47:12;
57:5;64:19;65:23;
66:13;70:10,10,13
two-plus (1)
20:9
type (7)
19:12;20:22;41:2;
52:2;60:16;61:21;
62:24
typically (1)
77:1

U

ultimately (2)
16:13;18:5
unanswered (1)
34:15
under (3)
7:13;19:10;47:18
underground (1)
63:23
undersigned (1)
68:20
unfortunate (1)
70:18
unique (2)
15:18;23:2
unit (1)
8:10
units (4)
13:11;15:14;28:16;
73:16
unrelated (1)
51:11
up (33)
9:2;15:3;17:22;
21:6;23:13;24:15;
26:14;27:9;29:1;
34:18;35:15;36:1,8,
14;37:23;38:21;41:3,
22;46:7;47:14;50:14;
55:21;56:3;60:21;
62:16;64:7,7;66:13,
17;72:7;73:23;76:12;
77:20
upgrade (1)
62:12
uploading (1)
23:8
URL (1)
17:20
usage (2)
44:5;62:6
use (9)
21:9;62:8;64:5,24;
65:5;72:4,9,11;77:2
used (7)
21:24;22:3;44:13;
70:15;72:1;73:21;
75:9
useful (2)
20:20;67:2
user (1)
20:23
users (1)
77:12
uses (1)
77:12
using (6)
6:1;19:23;52:3;
66:12;68:2;74:4
usually (1)
52:15
Utilities (14)
4:18;6:8;8:7,8,14;
9:5;14:11;15:24;18:5;
31:18;32:8;61:8;
62:23;65:11
utility (5)
8:19;29:20;56:22;
67:11;73:15

V

Valley (1)
28:5
valuable (1)
75:3
value (11)
38:2;52:13,14;
55:21;59:5;64:22;
65:4,9;66:16;76:19;
77:22
valued (1)
67:19
values (3)
18:18;52:9,12
Vanguard (1)
29:6
variation (1)
77:24
varies (1)
45:4
various (1)
19:9
vary (2)
77:5,7
versus (1)
74:4
view (1)
23:7
voltage (2)
43:9;68:22
voluntarily (1)
56:24
voluntary (5)
19:7,11;56:1;57:8;
58:6

W

WALLER (4)
36:5,5,17;60:20
Walz (3)
30:8,21;32:20
wants (3)
5:3;65:5,11
watched (1)
32:5
water (1)
29:16
watts (1)
44:5
way (12)
6:21;15:3;17:7;
39:5,16;47:9;49:2,23;
69:7;70:21;75:6,19
ways (6)
20:13;21:2;23:4;
33:14;43:7;76:20
web (5)
23:6,7,8,10,11
website (8)
17:19,22;20:19,22;
28:12;31:13;32:5,6
week (2)
10:22;28:7
weighs (1)
9:10
welcome (4)
4:2;6:1;25:2;33:7
wells (1)
71:10
weren't (2)
21:5;70:7
West (1)
4:11
whatnot (2)
11:8;73:25
what's (6)
46:3,7;47:9;48:7;
49:4;66:21
Whenever (1)
30:3
wherever (1)
41:25
whichever (1)
14:24
whole (4)
15:7;48:11;62:25;
78:7
wide (2)
37:13;40:21
width (1)
46:13
wildlife (2)
68:24;69:5
WILLIAM (6)
43:24,24;44:12,21;
45:1,11
W-I-L-L-I-A-M (1)
43:25
willing (3)
41:17;56:4,24
Willmar (1)
29:24
wind (16)
13:13;29:2,12,15;
33:4,15;42:4,10;45:7;
51:7;59:23;60:8,10;
61:17;64:4;78:12
windows (1)
43:3
windy (1)
60:17
wire (1)
19:20
wires (2)
14:1;43:4
within (7)
21:9;27:1;37:9;
40:2;54:5,17;70:10
without (3)
7:8;30:3;52:3
wondering (2)
60:13,16
word (2)
44:13;52:18
work (10)
19:6,15;21:16;
28:25;39:15;55:19;
56:5;57:10;73:15;
77:8
workers (1)
71:15
working (1)
56:17

works (1)
59:21
world (2)
29:7;68:4
worries (1)
43:5
worth (1)
66:14
worthwhile (1)
66:2
Wright (1)
4:5
writing (1)
6:20
written (4)
11:3;23:17;74:12;
79:7

X

Xcel (47)
4:20;7:23,23;8:21;
9:2;12:3,9;15:25;
17:23,25;18:3,12,22,
25;26:11;27:6;28:12;
29:5,11;35:18;36:6;
38:16;41:9;43:18;
44:1,15;46:24;47:17;
50:5,18,20,22;51:1,9;
53:14,20;58:8,19;
66:24;67:15,16,17,18;
71:23;76:13;77:6,14
Xcel's (2)
9:15;31:13

Y

year (5)
14:17;15:6;20:9;
43:14;45:6
years (11)
15:1,1;44:1;61:8;
62:17;66:1,8,8,20;
69:4,24
Yellow (2)
4:6;69:13
Yep (3)
46:22;47:23;77:19
yesterday (1)
38:19
YOUNGKRANTZ (2)
68:13,14
Y-O-U-N-G-K-R-A-N-T-Z (1)
68:14

Z

zone (1)
28:11
zones (7)
28:10,13,16;33:11,
12,14,19
zoom (1)
20:24

1

1 (4)
7:22,22,23;14:20
1,000 (1)
14:4
1.1 (2)
35:24;50:3
1.2 (2)
50:3;52:1
10 (2)
52:13;65:24
100 (4)
44:5;65:6,7,8
103 (2)
69:14,16
12 (1)
13:20
13 (5)
7:22,23;22:21,23;
74:13
140 (2)
13:24,25
150 (2)
46:13;54:6
150-foot (2)
37:12;55:5
15-day (1)
11:17
15-minute (1)
75:24
16 (1)
22:23
175 (2)
8:23;13:3
180 (2)
8:24;13:3

2

2 (1)
14:20
2,000 (1)
44:17
20 (2)
7:23;41:3
2019 (1)
61:14
2023 (1)
14:17
2024 (2)
4:10;74:13
2025 (3)
6:14;11:23;20:6
2026 (1)
20:8
2028 (1)
20:9
216E (1)
7:3
23-2500-39782 (2)
4:8;79:13
24 (3)
21:9;59:21,23
2425 (1)
4:11
24-hour (1)
62:8
25 (1)
22:6
25th (2)
11:4;79:8
26 (1)
53:10
28 (1)
53:11

3

30 (2)
28:21,21
345 (8)
8:24;13:1,15;14:6;
44:4,16,25;74:22

4

4 (2)
22:14;63:12
4:30 (1)
79:8

5

5 (1)
22:19
500 (2)
22:6;52:3

6

6 (1)
22:21
6:00 (1)
4:10
60 (1)
41:4
63 (1)
16:6
6th (2)
4:10;6:14

7

7:55 (1)
78:20
7:56 (1)
78:20
7:57 (1)
79:16
74 (1)
69:8
75 (6)
46:13,15;64:22;
65:3;66:15;67:9
7850 (1)
7:4

8

800 (1)
61:18

Marshall Public Hearing Transcript

PUBLIC HEARING - MARSHALL - 22-131 & 22-132

BEFORE THE OFFICE OF ADMINISTRATIVE HEARINGS

OF THE STATE OF MINNESOTA

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION

In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties in Minnesota

OAH DOCKET NO. 23-2500-39782
PUC DOCKET NO. E-002/TL-22-132

5 Family Ranch
Marshall, Minnesota

Met, pursuant to Notice, at 11:00 in the morning on November 7, 2024.

BEFORE: Judge Suzanne Todnem

REPORTER: Janet Shaddix Elling, RPR

APPEARANCES:

HALEY WALLER PITTS and LISA AGRIMONTI, Attorneys at Law, Fredrikson and Byron, hwallerpitts@fredlaw.com, lagrimonti@fredlaw.com, appeared for and on behalf of the Applicant.

XCEL ENERGY: Matt Langan

EERA STAFF: Andrew Levi

PUC STAFF: Scott Ek

WHEREUPON, the following proceedings were duly had and entered of record, to wit:

I N D E X

SPEAKER	PAGE
Judge Todnem	4
Scott Ek	8
Matt Langan	11
Andrew Levi	21
Dennis Oeltjenbruns	26
Lisa Dallenbach	28
Dan Wambeke	31
David Eis	38
Toby Wambeke	40
Steve Louwagie	43
Unidentified	45
Mike Truwe	45
Lisa Dallenbach	47
Cal Ludeman	51
Kathleen Lenoue	54
Warren Buchholz	56
Gary Johns	57
Mary Snobl	59
Mike Truwe	59
Ryan Ammermann	60

JUDGE TODNEM: Good morning.

I'd like to welcome you to the public hearing In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties in Minnesota.

This is OAH Docket Number 23-2500-39782 and PUC Docket Number E-002/TL/22-132.

Today is November 7th, 2024, and it is about 11:00 a.m. and we have convened at the 5 Family Ranch, 2717 County Road 6 in Marshall, Minnesota.

My name is Suzanne Todnem, I am an Administrative Law Judge with the Office of Administrative Hearings. The Office of Administrative Hearings is an independent agency in state government. It's not a part of or affiliated with the Minnesota Public Utilities Commission, the Department of Commerce, or the Applicant in this matter, Xcel Energy.

At this time, I would like to point out that we do have a court reporter present. Ms. Shaddix's role is to record everything that is said as part of the record. Therefore, it's

important that only one person speak at a time, speakers talk loudly and clearly, and they do not use gestures such as shaking your head.

If anyone wants to see a transcript of the public hearings, including the one here today, you may contact the Department of Commerce to make arrangements.

Today I will briefly describe my role, and you will hear from the Commission and the Applicant and then the Department of Commerce staff. Finally, and most importantly, there will be time for you, the public, to make comments or to ask questions.

If you would like to speak at this hearing, there was a box to mark that indication on the register sheet that would have been placed near the doors where you entered, or you can raise your hand when I open the floor. I will call the names of persons who marked the register sheets first.

This comment and question opportunity is for you to address me, the Administrative Law Judge, with your comments or questions. I will then defer to the other presenters as appropriate to answer the questions.

I understand that others in attendance

might want to show their support for speakers at this meeting and you are welcome to do so using the ASL applause, which is raising your hands and shaking them. I expect respectful behavior just as if you were in a courtroom, as this is a hearing and, again, we must be able to make a complete and accurate record.

As the Administrative Law Judge, I have been assigned to preside over this hearing and compile a record for the Public Utilities Commission to consider and make a final decision on the request for a route permit, and to prepare a report consisting of findings of fact, conclusions of law, and recommendations on the route permit application. My report will be issued on or about February 6, 2025.

My role is to ensure that all relevant information is gathered fairly, including comments from the public. And that to the extent possible, questions from the public are answered. Because my review is limited to the record, the comments made here or in writing are the only way to get them into the record. So I encourage you to comment in whatever form you are comfortable.

My report will address the route permit

application, the certificate of need, and the Environmental Impact Statement based on criteria set forth in statute and rules. Those rules and laws can be found in Minnesota Statutes Chapter 216E and Minnesota Rules Chapter 7850. My report, however, is not a final decision.

The purpose of my report is to summarize all the information presented in a neutral and fact-based manner without advocacy and to give a recommendation as to whether the Applicant's request for a route permit should be granted by the Commission.

The Commission will then take my report and recommendation under advisement and base its decision on the record, which includes input from the Applicant, the Department of Commerce, interested parties, and you, the citizens. The Commission will make a final decision on a route permit application at a separate meeting.

The parties have already filed testimony and exhibits that have been received into the record. I have received Exhibits PUC 1 through PUC 13; EERA 1 through EERA 15; and Xcel 1 through Xcel 20. Copies of the prefiled testimony are available to the public in the eDockets system with the

exception of portions that contain trade secret information.

And, with that, I'll turn it to the Commission.

MR. SCOTT EK: Thank you, Judge Todnem.

My name is Scott Ek, I'm an Energy Facilities Planner with the Minnesota Public Utilities Commission.

The Minnesota Public Utilities Commission manages the overall review process and is the government unit with the authority to issue certificates of need and route permits for large energy facilities in Minnesota.

The Public Utilities Commission consists of five Commissioners appointed by the governor who will make the decision for this project. The Commission regulates electricity, natural gas, and telephone services, and its mission is to improve the lives of Minnesotans and ensure safe and reliable and sustainable service at just and reasonable rates.

So we're here today because Xcel Energy has applied to the Commission for a certificate of need and a route permit for a new approximately 175 to 180 345 kilovolt double-circuit transmission line

between Sherburne and Lyon Counties. It's also known as the Minnesota Energy Connection Project. Xcel will be presenting later and will provide more detailed information on the project.

So for a project of this size, the Public Utilities Commission must issue a certificate of need and a route permit before the project can be constructed.

When making this final -- these decisions, the Commission weighs all of the relevant materials in rule and statute and they also review the record of the case, which includes and is not limited to, these are some of the big items, the public comments received during the process, information provided by Xcel in its applications, information that was in the Environmental Impact Statement, testimony and, of course, Judge Todnem's report at the end of this process.

If the Commission issues a certificate of need and a route permit, the Commission includes -- there is basic conditions, but the Commission looks at the record and may include special additional conditions to ensure proper and safe construction and operation, including conditions to minimize or avoid impacts identified during this process.

So this next slide shows the current application review schedule. And you can see the applications were filed back in January. And we were out along the route in March, so back in January for EIS scoping meetings, and those were to take comments to get information studied in the Draft Environmental Impact Statement. The Draft EIS, Environmental Impact Statement, was issued recently in October. Andrew with the Department will provide greater detail on the Draft EIS later in this presentation.

As you can see, the orange highlighted rows, we're at the point in the process where we're holding meetings on -- these joint meetings on the Draft EIS and public hearings for the project overall. As Judge Todnem says, to provide folks an opportunity to ask questions about the proposed project, provide additional input, identify concerns with the overall project, and provide comments about the information presented in the Draft EIS.

In addition to these in-person meetings and hearings, there is also a written comment period open until November 25th for folks to provide comments by letter, email, or online. And there's information at that front desk where you walked in

on how to do that, and there will also be a slide at the end of the presentation with that information on there.

So the steps after these meetings and hearings include the issuance of the Final EIS, which will include responses to comments received on the Draft EIS. In February, as Judge Todnem, said she will issue her findings of fact, conclusions of law, and recommendation. And then after a 15-day exception period on the Administrative Law Judge's report, the Commission is anticipated to make its decision on the certificate of need and route permit for this project sometime in March 2025.

So that's just a review of the process, so I'll turn it over to Matt Langan with Xcel Energy who will describe the project on a little bit more detail than I did.

Thank you.

MR. MATT LANGAN: Okay. Thank you, Scott. Thank you, Your Honor. Thank you all for joining us today.

My name is Matt Langan, I'm with Xcel Energy. I'm going to give some details about the transmission line project, the subject of today's hearing. In addition to details about the project

itself and how we developed routes and the stage that we're at in the state's review process. I'm also going to talk a little bit about what happens after the Commission approves the route next March.

Some of the easement acquisition activities that begin the construction process includes, and what the timelines are, and then of course provide some information on how to contact Xcel Energy at any time throughout, whether it's the state's review or through construction, you will have our contact to gain more information on the project.

So to start out with the project description of the Minnesota Energy Connection Project. It is a double-circuit 345 kilovolt transmission line. It's very similar to the photo that you see on the slide on the screen right here to the right. It includes a concrete foundation that's about seven to 12 feet in diameter. It includes a COR-TEN or self-weathering steel structure that gets placed on top of that concrete foundation. The typical height of a single-pole structure like you see on the screen here is about 140 feet above grade. There will be conductors on either side of that single-pole structure as you see

here in the photo. And the span between structures is approximately 1,000 feet so there is five structures per mile.

We'll talk about the easement area a little bit later here, but the right-of-way width that Xcel is seeking for operation and maintenance of the project is 150 feet in width, that is 75 feet on either side of the project centerline.

The project itself and the length, as Mr. Ek mentioned, depending on the route that's approved, is going to be between 170 to 185 miles between project end points. Those project end points to the north are existing Sherco's substation near Becker, Minnesota in Sherburne County. And then the southern end point is in southern Lyon County just outside of the town of Garvin.

The purpose of the project is to replace retiring coal-fired electricity at our existing Sherco plant and replace that with new renewable sources of generation, primarily wind, but also solar generation facilities.

So when we set out to develop routes for this project, we started back in 2022 doing this review, examining potential routes between project end points. And in early 2023 and mid 2023 we held

rounds of public open houses to gain feedback on a whole number of route segment and route alternatives, segment alternatives. We were in Marshall for both rounds of those. And we had really great participation from the communities throughout the project area. And not only great participation from landowners and communities, but from local government and from state agencies and federal agencies that helped us identify which are the least impactful routes.

Importantly, in the state of Minnesota, if we're going to propose a route of this length and this capacity, we're required to identify at least two route alternatives between project end points. And so based on all of the feedback that I described, we came up with two routes. And they were called the blue route and the purple route. We submitted those routes for the state's review in our route permit application in October of last year, so just over 12 months ago we submitted that application.

When we named the purple and the blue route, we did that intentionally. We did not want to name them Route 1 and Route 2 or Route A and Route B because we did not want anyone to have the

impression that there was a preferred route at that time, at the time that we applied.

Our job is to develop two routes and no matter which of those two routes the Commission approves, we need to have a route that we can build and operate and maintain for decades into the future and so we proposed a blue and a purple route.

A unique step in the state's review is once we file that application, that's the official start to the state's review. And a unique part in Minnesota of the state's review is that they ask the public if there are other routes, end-to-end routes or route segments, and just route segments that the public believes the state should consider that are less impactful than those routes that we, Xcel Energy, proposed.

And so we were in Marshall and other cities throughout the project area last January and February asking the public and state agencies, federal agencies, local units of government, are there other routes that the state ought to consider approving rather than the routes that Xcel proposed. And, again, this community and others did a great job participating. In the end, based on that participation, the state has accepted 63 different

route segment alternatives throughout the project area and for study in their Draft Environmental Impact Statement that Andrew will describe in a moment.

What you should know is that each of those alternative routes are fair game for the Commission to include in a final route that they approve. So by them being included in the Draft EIS, they could be part of a route that the Commission approves between project end points.

The next step in the state's review process and this hearing process is the Applicants, Xcel Energy, needs to submit testimony to the hearing, to the Administrative Law Judge. And as part of that testimony at this stage of the process we are asked to identify a preferred route, if the company has a preferred route between project end points.

And so on September 6th, we submitted direct testimony and Xcel has identified a preferred route. We are naming that route the modified blue route, modified blue route, and the reason for that is we first believed in our evaluation of the blue and the purple route, that the blue route overall has less impacts than the purple route. But we also

recognize that in six to seven different locations, one of those public route alternatives that the public suggested we agree resulted in less impacts than the route that we originally identified. So we had included those modifications within our blue route to come up with a preferred route. In the end what we are trying to propose is the least impactful overall route that we can for the 180 miles between the project end points and so we believe that's a blue route that has publicly suggested modifications.

If you are interested and you did not get a chance to look at the maps that are here today, we do have a modified preferred route identified on these maps, it has formed hashes through it and it is available on our project website as well and it will show what Xcel's preference or preferred route is, so you can access that information there.

The last thing I'll say about the preferred route is this, and it's very important. Just because Xcel has identified our preferred route, that does not mean that that is the route that ultimately will be approved. That is, we are not the ones that get to make the choice, the Minnesota Public Utilities Commission is.

And so what I don't want is for us to name a preferred route and anybody that is out there can't be in the process. It is really important that you still provide your comments, even if you are not affected by the preferred route. The Administrative Law Judge and the Public Utilities Commission really still wants your input on whatever route it is that is of concern to you.

So speaking out a little bit quickly about, you know, what would happen after the Commission approves the route, Xcel Energy would move to start to negotiate directly with each individual landowner toward acquiring an easement for the transmission line on their property.

That easement language is specific to each property. It doesn't only address the actual acreage that would be used for the right of way, but considers access to that right of way. Certainly any damages that would be created through construction would be our responsibility to pay for and reimburse that landowner to make sure all those repairs are addressed.

The easement itself by Xcel Energy, the ability to build, operate, and maintain the energy infrastructure, but it's important to know that the

landowner still owns that parcel. This is just an easement on that land. And routinely our easements allow for agricultural activities to continue within that right of way. That is something that is still, of course, available on the land that you own.

After the -- oop. There we go.

So after easements are secured, we would begin the construction process through conducting environmental surveys and geotechnical investigations. We are seeking some voluntary early access to properties along both routes to gather some of that information in anticipation of construction so that we have that information as early as possible. Of course, as those letters explain, that is a completely voluntary situation. If you are interested in allowing that access and survey work, great; if not, that is understood. And, again, that's a voluntary piece.

And then after the route would be approved we'd go out and do the remaining environmental surveys and geotechnical investigations.

After that study work is complete we would first install concrete foundations. As I described, those are about seven to 12 feet in

diameter. They can, depending on the soil and the substrate, be 20 to even 60 feet in depth, again, depending on the substrate. Once those concrete foundations are cured, we would put the steel structures on top of the foundation. After that conductors get installed, wires get installed. We can do that through helicopter applications or ground-based equipment.

And then after the line is built and construction is complete and the line is energized, then we would set about restoring land to its preexisting condition. So site restoration efforts would commence after the line is energized.

For the timeline for construction. We're anticipating that easement acquisition could be done throughout the year 2025 and construction to begin in 2026, with construction complete by the end of 2028. So a two to two and a half year construction time frame is what we're anticipating.

And then, finally, Your Honor, I just want to provide some contact information should folks have any questions for Xcel or the project team. We do have a website, a project-specific website at mnenergyconnection.com. There is a lot of helpful information available on that website and

answers the frequently asked questions, links to documents that we filed.

And then what we think is a user-friendly interactive map that you can use to drill down on your area of interest, certainly you can even print maps to accompany any written comments that you want to provide during the written comment period. So that's one resource I would turn you to.

And then if you have questions directly for project representatives, we do have a toll-free phone number on the screen, and then a project-specific email, both of which roll to the desks of project team members that can answer questions. I'll say that if somebody is not there to pick up the phone right away, please leave a message, we've been very good about getting back within 24 hours if someone is not there to pick up right away.

Okay. Thank you for the opportunity to provide details about the project.

I'll turn it over to Andrew from the Department of Commerce.

MR. ANDREW LEVI: Hello. Thank you for coming today.

My name is Andrew and I work with the

Minnesota Department of Commerce.

The Department of Commerce, along with Barr Engineering, our consultant, prepared the Draft Environmental Impact Statement, or Draft EIS.

The purpose of the Draft EIS is to describe potential impacts as well as potential mitigation measures associated with the project. It is not a decision-making document, but is used by decisionmakers so they can understand potential impacts from the project. The Draft EIS does not advocate for or against the project, but the information in the Draft EIS can be used to question and debate the project.

The Draft EIS took most of the summer to prepare by a team of about 25 people. It is about 500 pages long. The EIS is based on the Applicant's certificate of need and route permit applications, your spoken comments, additional information provided by the Applicant, and then our own analysis.

The Draft EIS discusses the proposed project and alternatives to it, including a no-action alternative. These alternatives for the project are discussed in Chapter 4. The Draft EIS also discusses potential impacts and mitigation

measures associated with human settlement, health and safety, land-based economies, including agriculture, archeological and historic resources and the natural environment.

Chapter 5 discusses impact and mitigation generally, while Chapter 6 through 13 talk about potential impacts based on the geographic region. The Chapter 6 being for the south and Chapter 13 for the north. I encourage you to read the entire document, but if you don't want to do that, I recommend reading the chapter or chapters that are unique to the geographic region where you live or are otherwise interested.

There are several ways to review the Draft EIS. Electronically it is available on the Commission and Department of Commerce web pages. It is easier to review on the Commerce web page due to the loading requirements on the PUC web page. Those web pages will be on the -- the links will be on the last slide.

And in addition, on the Department of Commerce web page there are other project documents, including an interactive map. In addition, there are flash drives available, they are in the box on the front table and has the DEIS on it and you can

bring it up on the computer.

Print copies of the Draft EIS are available to review. They were out front on the way in. You can review those here. You can also find the Draft EIS at public libraries in the project area and those are listed in the notice. It is also available in the Kimball Public Library.

In addition to whether the permit should be issued for the project, you can provide comments on the Draft EIS during this open comment period. We need your help to finalize the document. We will let the Draft EIS address the issues identified in the scoping decision. Please tell us if the Draft EIS is missing any information or needs information clarified.

After the public comment period closes, we will revise the Draft EIS based on your comments and issue a Final EIS in January. The Final EIS will respond to substantive comments on the Draft EIS. To comment on the Draft EIS -- we encourage that you do -- follow the instructions on the notice which was on the front table as you walked in.

Just a quick reminder about commenting today. Please, just one speaker at a time so that Janet can get everything down. Please state and

spell your name for the court reporter when you first come up. And please limit your initial comments to five minutes so everyone has an opportunity to speak, and then we can loop back through if you have more to say.

Thank you.

JUDGE TODNEM: All right. Thank you for those presentations.

Now it's time for you, the Minnesota public, to make your comments or ask questions.

I welcome and encourage you to give a comment because the Commission particularly wants to hear comments about whether they should issue a route permit and certificate of need for the proposed project.

Comments on the Environmental Impact Statement, what are the human and environmental impacts of the project, and how can the impacts be addressed or mitigated. If the route permit is granted, which route alternatives and alignments in the application should be selected, and which conditions should be required, or what additional conditions or requirements should be included. And lastly, are there any other project-related issues or concerns.

All right. So first I'll start with the register sheets. And I have -- first I'm going to ask that you give me a little flexibility here with the pronunciation. I have Dennis Oeltjenbruns.

MR. DENNIS OELTJENBRUNS: That would be me.

JUDGE TODNEM: If you would please come forward and state your name for the record, that would be great.

MR. DENNIS OELTJENBRUNS: Good morning.

My name is Dennis Oeltjenbruns, that's O-E-L-T-J-E-N-B-R-U-N-S. I'm on the proposed blue line.

A general comment first. I really oppose the project in general because, hey, it does not benefit any of us in the room here I think as landowners. Very significantly, it will be detrimental to us. And does not provide us any electricity or anything else. So I'll go on record as saying that.

I also, along with my neighbor, have land in Amiret 16 and Amiret 15 Townships on the blue line. Three years ago we did significant upgrades to our tile system, put in berms for water retention. We probably, between my neighbor and I,

have about 12 different tile lines going through there. And I count this because I know where all the new ones are, but I haven't had the land long enough to know where all the old ones are. But any kind of digging, especially when you're talking 20 to 60 feet deep, or heavy trucks, because this is going to go right through the middle of a section, not going along the road, so they're going to compact a lot of ground in the middle of the section when they go through.

And this does significant damage. When they say restoration, you can't restore compaction in a one-pass deal, it's a long-term deal to try to get that compaction out of there. And they're going to be going through that route in the middle of that section probably many times over the period of the next 100 years or whatever the power line lasts.

So we definitely oppose that, there has to be a better route than going through the middle of a section and possibly and very likely, because some of these proposed spots for the poles and everything else are right on top of the berms. And there's a tile line not necessarily to the middle, but awfully close to that, so we definitely are opposed to having it come through the middle of that

section.

Thank you.

JUDGE TODNEM: Thank you.

All right. Next I have Lisa Dallenbach.

MS. LISA DALLENBACH: Good morning.

I'm Lisa Dallenbach, D-A-L-L-E-N-B-A-C-H.

I've been to the meeting that was held in the spring one night and I have quite a bit of things to say today.

So I'm going to try to speak slowly, given the time limit I have.

Health effects. The World Health Organization has said since 2002 that these transmission lines are possibly carcinogenic. Seeing how that the line is proposed to go by my house, and I am well under 700 to 1,000 feet, it is very concerning to me. I have two children living at home yet and I occasionally have grandchildren there. Childhood leukemia is one of the major concerns.

Other concerns, if I had to at some time move, would I be able to have my children live there and have a family. They also can be detrimental to reproductive health. This is another health issue that concerns me. All the things, it could be

cancerous. And their logic, oh, problems for migraines, sleep disorders, that kind of the thing.

The blue line has, the alternative, a mile south has bald eagles nests half a mile from the blue line. The blue line, originally, has bald eagles within half a mile, and the alternative also has the bald within half a mile.

I was told by the State Department and other DNR people that it only needs to be 660 feet from an eagle's habitat or nest. Which if you think about it is only a couple football feeds. And there is a 30-year permit that Obama had go through that they are legally permitted to build. And I feel that all of us should be concerned about that because that is our national bird.

And costs, I know it is two to four million dollars to build them. I can't imagine all the resources of the cement, being possibly 60 feet deep, and the radon that comes with that possibility if it's that deep.

Normal farm policies, insurance policies, can be affected by this. I had a talk with my insurance company today and they -- they don't even know how to answer my questions because they have not had to deal with it in our area. So that could

be an increasing expense for us.

I don't know what you guys's liability insurance does, as the Xcel Energy, for a fire that would get started that would run across the corn or the beans or hay fields and what that costs. And resale, does anyone want to live there? Detrimental. It could be anywhere from 10 to 30 percent deduction in the value of it.

It is very beautiful, you know, and it could be up to be a 45 percent reduction in resale value because they don't want to live by these things.

It's going to be directly south of a transmission pole, probably within 50 feet from the closest to this. But if there is a risk of fire and electrocution. And we get very, very high winds, 50 miles an hour, and downed lines that end up across my driveway.

I know there's a noise that accompanies these things, and I can hear a buzz from the transmission line that is eight miles from my house, that same size transmission pole as outside of my house. And if I can hear it from eight miles away, I can definitely hear it when it's only 150 feet from my yard.

I just said I don't know this because I don't necessarily -- I haven't run into it yet, but I've been told that GPS, we have GPS monitors in our tractor, we have GPS monitoring, and we've been told that it definitely does affect our GPS. And that's a little bit alarming that my GPS might go on out -- or our combine go out of the intended area it needs to go when it's attending to our crops.

One other thing that I talked about the last time I was at one of these meetings is eminent domain. I do have land on the blue line and seeing our uncle, who is not here today because of having a little trouble getting around because he is older, none of us want this, so how long is it going to take to get your eminent domain and strategy to steal the land from us, because we're not going to give it willingly so you're going to have to take it, but I don't have any option. Thank you.

JUDGE TODNEM: Thank you.

(Applause).

JUDGE TODNEM: I've already asked you to hold your applause and have respectful behavior and so we can get an accurate record. Thank you.

Next I have Dan Wambeke.

MR. DAN WAMBEKE: Okay. Can you hear me?

Thank you, Your Honor, for the opportunity to speak today, and to all staff that also make that possible.

JUDGE TODNEM: Please state your --

MR. DAN WAMBEKE: Dan Wambeke, W-A-M-B-E-K-E.

JUDGE TODNEM: Thank you.

MR. DAN WAMBEKE: Back in January I stood here as a representative of a neighborhood group that raised concerns about the purple route, in particular, because it paralleled very close to an existing high voltage power line, the CapX 2020 Project.

Now we as a group, we are very grateful to see that, first of all, that the Applicants have identified the modified blue route as the preferred route. We're also grateful that the Environmental Impact Statement has included route connector one and two as another means of bypassing us.

But positionally our ask remains the same. We feel it would be completely unjust to ask us to have a second high power line when we already have one. The landowners along this section of the route of the purple line east of Marshall to north of Marshall have already been dealing with various

effects from CapX. And because of the proximity of this line it could be the same landowners that are now asked to get a second one.

So our ask is that you recommend against the purple route, at least for the section east of Marshall to north of Marshall. And I'm going to be submitting the exact same petition that we had signed back in January because essentially our ask has since gone, it is not here anymore, but we made their wishes known.

My comments right now are myself and not for the group. I want to thank the Department of Commerce for the work on the EIS because from -- not that I'm an expert on this, but from what I can tell it's much more thorough from what I seen with the other ones. In particular, I want to thank you for the fact that the purple route boxes in certain residences, one of which is my own, okay.

Because it's unfathomable to me that a route would be chosen out here in the middle of nowhere, this beautiful country, that completely surrounds some people. Right now the only view from my house that is not down by the power lines is east and northeast, and we've been making use of that and just put a riders wheel for my bike, because it's a

beautiful view over the Three Mile Creek Watershed.

If the purple route is chosen around Marshall we lose all of that. And I don't know what to do because at that point I'm trying to do nice things at my place and I hope you'll use that for your consideration.

I have two items where I think the EIS could be improved to help make a better decision. The first one has to do with stray voltage, and to use page 123 to 126, if I would summarize those pages, basically neither of those, its anticipated construction, according to NESC and NERC standards, and what I would like to do is challenge the confidence and ask the question what if it's not? How is it fixed then?

On page 125, the EIS does say that transmission lines can cause additional current on distribution lines where they parallel. Who owns the problem when this happens?

I have a personal stake in this matter because CapX has been causing this for me and has been for several years. I would get shocks every time I took a shower, 12 to 15 volts, for many years. Now, happily, my current utility company has placed enough ground rods in the ground to reduce it

so I can't feel it anymore, but the problem is still there. I cant' have a dairy operation if I wanted one because the threshold is above the threshold that is allowed for a dairy farm.

The problem with that is when this occurs, Xcel and the other big energy companies say that because it's the distribution line that is picking it up, and the problem needs to be resolved by the company who owns the distribution line. In my case, telling me that the problem is being caused by Xcel, I need to be going back to them to get it fixed.

We had a wonderful opportunity this past summer because CapX was doing a survey, so there was a period of time where boosters were shut off on the CapX line. So my company came out and took some readings in the ground and turned on a recorder and then waited until the line was reenergized.

It's obvious from the data that we have that CapX is affecting the stray voltage at my house. Yet I'm still stuck in no man's land where I don't have a solution because my utility company doesn't want -- I think the solution is probably to put in a brand new distribution line. Because in theory that shouldn't happen unless there's

something wrong with the distribution line. But my utility, why should they bear the costs of doing that when there wasn't a problem until the high voltage line came by and they buried the distribution line.

Why I'm asking from you, obviously this is outside the scope of my personal problem, I'm convinced there are people in this room that are going to have the same problem after this is built. Is that if the PUC approves the line and have a route condition on that line that requires Xcel to do monitoring at every home and business along the entirety of the line. Certainly within a quarter mile there should be monitoring before, there should be monitoring after, so that it's clear whether the impact was caused by the line or not. So that's my ask.

I have one more thing that I think will improve the process and this has to do with noise. Half a year ago I didn't realize what was going to happen when CapX went in with noise. I had some problems with noise due to the power line, but it has to do with wind making a whistling noise around the, whatever you call it, not the conductors, but the insulators. That problem is largely unresolved.

But in the Environmental Impact Statement for the CapX second survey it stated that adding a second line would have a negligible impact on the noise of no more than three decibels.

All I can say is I didn't hear it before and the day they turned it on I knew it was there, okay. The increase is definitely over three decibels. And I see in the Environmental Impact Statement here, because that was regulating the Minnesota Pollution Control standard for noise. And it appears in a rural situation like this, if I understood this correctly, and this is on page -- I had it written down, 102, I think, of the EIS, all the standard guarantees us is 50 percent of the time the noise won't be more than 50 decibels at night. And during the day it can be louder.

The problem with that is the ambient noise is something more like 35 decibels. Because the noise, because the (inaudible) is going from 35 to 45 is double the noise. The problem is not the actual volume, it is the prominence of the noise. And I'm here to tell you that it takes away the ability for me to enjoy my property quietly like I did before.

Now if I sit on my porch I hear a buzz.

If I go on a walk I hear a buzz. And I'm sure it's beyond the Minnesota Pollution Control limits. My ask in helping protect people is can you find ways to make sure that people are not subject to this. Again, the people in this room, wherever the route goes, who are going to have the same statement as me, that it was taken away from them without their consent and possibly without any conversation.

Wind turbine noise, and I know the rules have gotten a little stricter there, I'm not sure what they are. For example, Wisconsin has a 45 decibel. Why can't we extend this to transmission lines? Some places are doing just that. For example, it appears to have a 40 decibel limit for transmission lines. It would be a great benefit to the people of Minnesota if our utility approving process did not allow us to lose the quiet enjoyment that we have or want to have in our homes.

I believe that's the end of my comment. Thank you for your time.

JUDGE TODNEM: Thank you.

All right. Next I have Dave Eis.

MR. DAVID EIS: Good morning. My name is David Eis, D-A-V-I-D, E-I-S.

I live and farm in Section 12 of Redwood

County. I also have farm land in Section 6 of Vail Township of the Redwood County.

The proposed blue route would include two miles of land that borders land that I either own and/or farm. In Section 12 of Granite Rock Township there's a granite outcropping that used to be mined. There is a spring fed pond next to this granite quarry that is a home for many species of wildlife and I would not like to see that disturbed by the construction or the constant distraction of pathways of waterfowl after completion. In addition, the granite bedrock levels are very shallow near the quarry and throughout the land surrounding that quarry.

I am also a pilot of 12 years. I own my own plane and airstrip on my land in Section 12. Having this new proposed transmission line would certainly take away the possibility of me using my land for this purpose. I live one and a half miles from the CapX transmission and that already impedes an airstrip in the north direction.

And finally, I very much enjoy listening to all radio stations that provide farm information and reception issues related to these lines would definitely stop me from listening to these stations.

So, in closing, I am not in favor of the blue route being constructed. But if the blue route must be the route chosen, I respectfully request that revision number 212 be used along that route.

JUDGE TODNEM: All right. Next I have Toby Wambeke.

MR. TOBY WAMBEKE: Toby Wambeke, that's T-0-B-Y, W-A-M-B-E-K-E.

Your Honor, I would like to start by saying how thankful I am that I have my opinion heard. I myself have been home schooled. I am currently in the tenth grade and am inspired to become an engineer. I know that renewable energy is the best solution to replace nonrenewable fossil fuels and by transferring over to renewable is keeping the community alive.

However, this is far from the proper way to go about it for the following three reasons. I would first like to bring up the line loss. Xcel Energy's line loss factor on this line would be over 10 percent, but for every ten windmills built, one of them will produce no energy to actually be used by Xcel's customers. This is inefficient considering the fact that the lines burden so many people.

Furthermore, we have learned something that many people are not even aware. Xcel has separately applied for the ability to become a natural gas facility next to the Garden Substation for this power line. If the line has 100 percent renewable energy problems will occur. This is the reasons they opted for this option. If the goal is to achieve 100 percent renewable energy, why are we going for a solution that fails to live up to our rules then?

But possibly the most important argument is on people themselves. My vision is for the future where we would be harvesting renewable energy in a way that there are no energy plans run by local communities. What is happening here is happening, but Xcel's primary motivation for putting these lines up is solely because it guarantees them profits in the future.

The people that live along the line, they want to bail. On the other hand, they are receiving a one-time payment. They are not allowed the profit, it simply goes to Xcel and its shareholders.

On top of this, outside investors are pouring into our area right now trying to make a quick dollar off of building Minnesota projects. Do

they care about the little people? Not likely. For example, friends have been approached by none other than people from New York to sign good neighbor agreements that effectively sign away their rights to address complaints they might have in the future. Does anybody believe that these far-off investors will basically take care of our concerns for a return on investment? No.

Our renewable energy should have local control and local ownership. We can see the benefits of this already are getting to certain locations near here. Marshall has put solar energy farms out by the corn plant, people have put them on sites in their front yard. I set up our own solar panel and they said all summer long it produced more renewable energy just for one solar panel placed less than 100 feet and it is a viable solution for their consideration.

Once again, I'd like to thank you for the opportunity to speak today. I believe the future can be one of thriving renewable energy, but urge you to vote no on what Xcel wants that is based on nothing but the money that would come their way, while smaller communities are already showing us what it can truly mean.

Thank you.

JUDGE TODNEM: Thank you.

All right. That is all I have on the register sheets, so at this time I'll open up the floor.

If you would like to ask a question or make a comment, please raise your hand. I encourage you all to ask your questions or make your comments. If you're on the fence about whether you want to do so, I encourage you to come forward and share your thoughts. This is a very important part of the project for both me and the Commission.

All right. I see I'm going to start here with the gentleman in the hat.

MR. STEVE LOUWAGIE: Hi. Steve Louwagie, L-O-U-W-A-G-I-E.

For the record, I feel bad for those people, regardless of the way this is happening. But first I'm going to talk personally on how it's going to affect people on the purple route that is within a quarter mile of my house.

On the other side I have CapX. So within a half mile both lines squeeze between my fences. And this is really concerning to my family and also concerns long-term property value decline.

Outside of that, they are running through three sections of our farmland. And there's a lot of ways that we can farm it, but it takes away a lot of our abilities to aerial spray and also just the functionality of going around the pole and extreme concerns about the issue of compaction and breaking tile lines.

We have a lot of older tile that I'm extremely concerned about them out there damaging and not really replacing because they will deny it was their fault.

I am so concerned about these power lines devaluing our land just in general. Some day, if we want to choose to sell it, people won't buy it or pay as much because of the power lines going through. Farmers like big land, big square things. I think Xcel does not consider them when they are given these one-time up-front costs.

I know I've talked to Xcel a little bit about one of the parcels where they want to go about 90 feet from another power line, so there will be two powers lines 90 feet apart. And I want them to buy them, but no, they would not consider that. And these things that they seem to be very unwilling to compromise on is very frustrating.

Once again, my biggest point is running one CapX line and now the other line. And I just think we've had enough burden.

Thank you.

JUDGE TODNEM: Thank you.

All right. Are there any others who -- yes, sir. If you could just state your name, you don't have to spell it.

UNIDENTIFIED: I actually don't have a comment, I just realized I wanted to leave you with a petition.

JUDGE TODNEM: Okay. Thank you. We'll mark your petition as Exhibit 9, or it may be Exhibit 8, we can't recall where we left off.

All right. Are there any other comments or questions?

I really strongly encourage you to make your comments or questions if you have them.

All right. Over here, I'm sorry --

UNIDENTIFIED: That's fine.

JUDGE TODNEM: I'll come back to you.

UNIDENTIFIED: Sure.

MR. MIKE TRUWE: Mike Truwe, that's M-I-K-E, T-R-U-W-E.

I had spoke at a previous meeting and you

have looked into the option that I gave for going down one mile from me where it's a dirt road, it goes through on my street, which actually is a gravel road for a bit. Anyways, that would put it away from basically anyone that lives nearby. And I actually sent in some photos of the property and how it runs and everything if it was run past my place. I'd have issues with line of sight, wind noise, and everything else that I've heard. And just, you know, the normal power lines that go past my property, I hear noise off of those and those are just small and just a regular local utility.

But moving down, I forgot to look at the option you guys are looking into it, which I really appreciate that being down that route that half mile of dirt road if it were to be implemented, obviously, off the blue line. I would really appreciate it if that were to happen, that that line would be used, because there's fewer trees and, obviously, the whole issue of burying line and everything in front of my place.

And, yeah, that's basically all I have, but I was told that I should probably mention it again.

JUDGE TODNEM: Yeah. Actually, if it

would be possible for you to see if it's on the alternative map and --

MR. MIKE TRUWE: Yep.

JUDGE TODNEM: -- find out what number it is.

MR. MIKE TRUWE: Yeah, I can go look and see what it is right now.

JUDGE TODNEM: And I'm sure somebody from Xcel would be back there to maybe help you find it.

MR. MIKE TRUWE: Okay.

JUDGE TODNEM: Thank you.

All right. Thank you for your patience.

MS. LISA DALLENBACH: Again, from the beginning, Lisa Dallenbach.

I have more questions that I want to address.

First of all, it's mentioned it is leased and that the landowner still owns it. Would the landowner still be responsible for the property taxes, then?

MR. MATT LANGAN: Your Honor, we'll answer that question. Thank you.

JUDGE TODNEM: Yes, please.

MR. CHRIS ROGERS: Chris Rogers, Xcel Energy, C-H-R-I-S, R-O-G-E-R-S.

And the question was on property taxes, correct?

MS. LISA DALLENBACH: Yes.

MR. CHRIS ROGERS: Can you restate that question again?

MS. LISA DALLENBACH: It's a lease, correct, that you are offering to people?

MR. CHRIS ROGERS: This will be a perpetual easement.

MS. LISA DALLENBACH: A perpetual easement. So does that lower the property taxes?

MR. CHRIS ROGERS: So are you asking if you would still be paying property taxes? When we acquire a perpetual fee ownership, the property taxes are paid by you.

MS. LISA DALLENBACH: So we have to pay property taxes on land we are not able to use because it's occupied by your transmission line?

MR. CHRIS ROGERS: The easement would give us the right to build, maintain, and operate the transmission line. You still own the property.

MS. LISA DALLENBACH: Most of it.

MR. CHRIS ROGERS: You'd still be able to farm the land with restrictions on the land that might be for things that would conflict with the

line, such as putting a building under it, but you could still farm the area of the easement.

MS. LISA DALLENBACH: Okay. And then the other thing that somebody else said, underneath these lines, around these lines. How does the construction lines work with say, for example, the closer you get into the Cities, there are more electric or automated cars, you know. Drones, I was thinking about that, people that use drones to check their crops, people use drones, for all kinds of property people use drones. I've heard that the drones are fairly well protected by these transmission lines. And I've also heard pacemakers and cardiovascular issues are affected.

I would like to have that on record here in Marshall that if those things are affected by these transmission lines. And I'm also talking about the bald eagles. But on the blue line in the area where you guys intend to go through is a very congested migration area for pelicans, Trumpeter swans, Canadian geese, all sorts of ducks, all kinds of birds. So I just want it on record that I believe the migratory pattern by which they come by us, the multiple gravel pits in the area where they rest in order to be able to fly again, that's a huge

area, and I just want that to be on record as well.

Thank you.

JUDGE TODNEM: Thank you.

And I just want to make sure that the questions you had were answered.

MS. LISA DALLENBACH: What's that?

JUDGE TODNEM: Did the questions that you have get answered?

MS. LISA DALLENBACH: About the property taxes, but not as far as the devices, are they going to be affected by them.

JUDGE TODNEM: Mr. Langan, is that something Xcel would like to respond to, or Mr. Levi?

MR. MATT LANGAN: Your Honor, we can try to answer. I think there was a question about drone use in the area and we'll take a crack at answering that, please.

MR. BEN GALLAY: Ben Gallay.

As far as, I guess I'll start generically that any electronic devices can affect power lines or anything else, drones. That being said, there's no issue with drone usage as far as we as a utility and one of the utilities meeting the forefront in using drones for power line inspection. So we have

programs that are flying drones right up against the power lines, so I wouldn't expect any drone concerns.

As far as pacemakers and other medical devices, it can also have effects, I won't offer you any medical professional response in those areas. I can make the reference to just kind of an everyday power line in perspective. The electric field values under the power line are an issue and up under 150 milligauss, versus something like your microwave in your home where you are standing by it and having coffee or whatever, that is three to four hundred milligauss, so they are genuinely lower than you experience.

JUDGE TODNEM: All right. Thank you.

Are there any other comments or questions? I see that gentleman in the back.

MR. CAL LUDEMAN: Your Honor, thank you.

My name is Cal Ludeman, L-U-D-E-M-A-N.

Your Honor, I did testify at a previous hearing in Marshall as well, and I want to focus on one thing because your report doesn't include just the routing issue, but indeed the certificate of need itself and that's what I'd like to focus on.

We're here and have been put in a

position where the whole process as it relates to the route forces everyone to put their name under the bus. And that's an unfortunate circumstance that we find ourselves in.

But the whole idea and the reason why we're here is because Xcel Energy independently made the decision to shut down the Sherco power plant, claiming that they were going to be carbon-free by 2040. They quickly put Mr. Williams next to the governor to make sure that he was even better than this, than the governor was for generation of power.

We weren't part of that decision. And so one of the results of that is let's go farm Southwest Minnesota so we can generally do this. And that's an unfortunate place for us to be.

We weren't asked whether reinvestments in the nuclear plants which Xcel also owns and have been very efficient as a provider for energy for most of Minnesota. We weren't asked to look for other alternatives closer to the metropolitan area where the consumption is. We're asked to do this with the new demands of the data centers that are going to be a huge power drain that will not be built in Southwest Minnesota.

So I think we're put in a real place and

I'd like to focus on that certificate of need.

Obviously, millions of dollars create investments, and the technicians and engineers have spent a lot of time on this because they were assigned to this duty and this job to get this transmission line. They have spent millions of dollars by other companies for the windmill construction and the solar construction. Some of that could have been to landowners, but also making it inevitable, I see the resignation, and we believe we can't be stopped. It isn't about whether we stop, it's whether this is the right alternative that the PUC would be able to look at a certificate of need or not.

And so I'd like you, Your Honor, to, in your report, to say that we here almost universally have a concern about the certificate of need for this transmission line, even though Mr. Frenzel just announced another $11 billion investment in addition to the $33 billion that was invested for these alternatives.

So even at this transmission line being built, there's going to be a major concern in the life and the economy in Southwest Minnesota in the long run. In the short run, we get construction

jobs, we get investment here, but as soon as it's built the benefit of these investments go away.

But that's my testimony, Your Honor. Thank you.

JUDGE TODNEM: Thank you.

(Applause.)

JUDGE TODNEM: Again, no clapping as a reminder to everyone. I appreciate everyone using the ALS applause to keep a clear record, and to again, you know, remind you to please behave yourself really.

All right. Are there any other comments? Yes, ma'am.

MS. KATHLEEN LENOUE: Hi. My name is Kathleen Lenoue, K-A-T-H-L-E-E-N, L-E-N-O-U-E.

I own property in Section 12, Marshall Township, just over there. We border the DNR property by Clifton Township.

What I wanted to know, and maybe you have nothing, but something that just occurred to me is we give the easement to you, we're on the purple route, do we lose the right to our mineral rights underneath the ground? Is there a chance that there's something in the future that would be profitable to us? So that's a concern.

JUDGE TODNEM: Okay. Mr. Langan.

MR. MATT LANGAN: Thank you, Your Honor. Thank you for the question. Chris Rogers will come up.

MR. CHRIS ROGERS: Chris Rogers, Xcel Energy. The answer to your question is no, we do not -- the mineral rights, this would not affect any mineral rights that you have.

MS. KATHLEEN LENOUE: So if it's on the easement and you have to dig underneath or whatever that it wouldn't bother the easement, you wouldn't have a say in it?

MR. CHRIS ROGERS: So let me go into this a little bit more. Mineral rights could be, for example, (inaudible), so one thing to consider would be a gravel pit proposed after the line was there. Yes, there would be some concerns, we obviously wouldn't want excavation close to the tower. I believe one of the restrictions is 50 and 20 feet to maintain the integrity of those foundations. Clearance to the lines, obviously, with the height of the equipment or something so we want to maintain clearances. So if you propose to develop a gravel pit or something like that in the future, we would ask if you could plan with us to make sure they are

compatible. You wouldn't lose your mineral rights, but you may be restricted within the easement area for excavation or clearance.

MS. KATHLEEN LENOUE: All right. Thank you.

JUDGE TODNEM: Thank you.

All right. Any other questions or comments?

Yes, sir.

MR. WARREN BUCHHOLZ: I'm Warren Buchholz, W-A-R-R-E-N, last name is B-U-C-H-H-0-L-Z.

Is there a minimum setback from a residence for these lines?

JUDGE TODNEM: Mr. Langan.

MR. MATT LANGAN: Thank you, Your Honor.

I'll answer that. Thank you for the question.

So there is a minimum setback, yes. And that would be that we have designed the right of ways such that no homes or buildings are within that right of way. So that minimum setback is 75 feet from the line.

MR. WARREN BUCHHOLZ: So you can have a home within 75 feet of the line?

MR. MATT LANGAN: So that answer is the

minimum setback from a home is 75 feet.

MR. WARREN BUCHHOLZ: Okay.

JUDGE TODNEM: All right. Are there any other questions that were missed?

Yes, sir.

MR. GARY JOHNS: My name is Gary Johns, J-O-H-N S.

This meeting is turning out to be just a repeat of the one in January. I'm going to try to keep it clean.

We run cattle in different places around. And we got a pasture that's a 160-acre pasture that I rent, but I still feel I have a say about it.

It's six and a half miles to County Road 11 where the power lines didn't cross. Some of that pasture is native grass. It's never been touched. And there's four watering holes out in that pasture and two on the end where the power line is going to be, plus the creek running through it right where it's crossing the road, and a family building site 75 feet is right above your head. That family has already got health issues and she wrote letters the first time around.

But I'm not going to be very happy if that thing comes through there where I've put up

cameras to make sure my cattle are drinking and staying healthy and stuff like that.

And the last thing I wanted to say is I watched, you know, everybody sitting here tonight and making a living, a good living off this land the way things are now. But some of the people and a few people back there with older wind rights, anything comes along, anything to do with money, they jump to it.

I just wanted to tell them that about a month and a half ago there was a special on Toby Keith dying and he died of cancer. He built a cancer place for families to stay with their kids, built a playground, and they stay there free and they have families. Three-fourths of the way through the show, and he did a lot of tours for troops, three-fourths of the way through the show his daughter got up and quoted a quote by her dad and it makes a lot of sense to me. Your worth isn't measured by what you have, it's by what you give. And that's the type of person I am.

So I just don't believe this stuff. That's all I got to say.

JUDGE TODNEM: Thank you.

All right. Are there any other questions

or comments at this time?

Yes, ma'am.

MS. MARY SNOBL: I'm Mary Snobl, S-N-0-B-L.

And I have just a simple statement that I oppose the construction of this line and any construction of these lines in Southwest Minnesota. You are asking us to compromise our health and the health of our children for the improvement of businesses and profits and you're asking us to have the burden for our health for these profits.

Thank you.

JUDGE TODNEM: Thank you.

All right. I'm going take a short 15-minute break. And perhaps after the break, Mr. Truwe, I believe you might have --

MR. MIKE TRUWE: Actually, I have it right now.

The connector line is 207.

JUDGE TODNEM: Okay. 207.

All right. I'll check in with you.

Are there any other comments or questions?

Any other comments or questions?

Last call for comments or questions?

All right, sir.

MR. RYAN AMMERMANN: Hi. I'm Ryan Ammermann, and that's A-M-M-E-R-M-A-N-N.

I farm up by the purple line up in Chippewa and Kandiyohi County. I have three farms in particular that are being impacted by the route, the purple route, specifically.

But just, you know, a generic commentary. I've heard 100 times here about the impacts it's going to have on the farming operation. We do go through quite a bit of work to eliminate obstacles out in the field and I see this as adding multiple, very large obstacles for us.

The real concern I've got is with the crops that we would grow, especially crops that we grow for our reliance on property taxes is paramount for us. And part of the process is using aerial application spray and that explains that we don't use drones yet, but the idea of putting another obstacle for our pilots, and I'm a pilot myself, I do not spray crops. But for aerial applicators, the idea of adding more obstacles for them is a real concern of mine.

And then I guess a question for whoever might be able to answer this. When you guys are

going in after, if it's approved, whichever line it is, and then the land acquisition process for the route, do you know exactly where the poles will be in correlation to the property lines will be located?

JUDGE TODNEM: Mr. Langan.

MR. MATT LANGAN: Thank you, Your Honor. And thank you for that question.

So, yes, during that easement negotiation process we would have engineering completed such that we would know where we would place the structures and foundations. That said, that is also the beginning of a conversation with a landowner as well.

What we have for our lines in our application and on the plans right now are where you would intend to place that alignment. But there's further study to be done, with environmental surveys and geotechnical investigations, and working with the individual landowner. So if there are adjustments that we can make with that line and with that pole location that further reduce impacts, that's part of that easement negotiation.

MR. RYAN AMMERMANN: Sure. Okay.

If I would give any advice from the

previous life that I used to do, which is property management, land acquisition, and one of the big concerns with routes was you say the line is going to go here along this property line, but the pole is actually going to be 30, 40, 50 feet into the field and not on the property line. It's a big difference for a farming operation.

MR. MATT LANGAN: Thank you, Your Honor.

I probably missed that nuance in your question and I'd like to respond. So our intent would be to place the structures on the property line. We understand from feedback from folks that that would be the ideal, right, and that would be the least impactful if a line is going to go in, and that a structure is placed on the property line. That is our intent. And that should be what should be represented on the maps here, is that where we're following the property line, we intend to be on the property line, not 30 feet out in the field. We understand through your feedback that that creates additional impact, increasing the impacts of the obstacles that you talked about.

MR. RYAN AMMERMANN: Thank you.

JUDGE TODNEM: Thank you.

All right. I'll do a last call again for

any questions or comments.

All right. Seeing none, I just have a few words in closing.

First I want to thank you all for coming today and for your active participation in this process. The public comments really are helpful to me and I appreciate the time for you to be here.

I will also remind you that you can still submit written comments until November 25 and if you submit them by 4:30 they will be considered by me and the Commission as part of the record.

If you do submit written comments, please include the PUC Docket Number E-002/TL-22-132, and the OAH Docket Number 23-2500-39782.

Thank you very much. We are adjourned.

(Proceeding concluded at 12:29 p.m.)

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

REPORTER'S CERTIFICATE

I, Janet Shaddix Elling, do hereby certify that the above and foregoing transcript, consisting of the preceding 63 pages is a correct transcript of my stenographic notes, and is a full, true and complete transcript of the proceedings to the best of my ability.

Dated November 28, 2024.

/s/Janet Shaddix Elling
JANET SHADDIX ELLING
Registered Professional Reporter

$

$11 (1)
53:19
$33 (1)
53:20

A

abilities (1)
44:4
ability (3)
18:24;37:23;41:3
able (7)
6:6;28:22;48:17,23;
49:25;53:13;60:25
above (3)
12:24;35:3;57:21
accepted (1)
15:25
access (4)
17:18;18:18;19:11,
16
accompanies (1)
30:19
accompany (1)
21:6
according (1)
34:12
accurate (2)
6:7;31:23
achieve (1)
41:8
acquire (1)
48:14
acquiring (1)
18:13
acquisition (4)
12:5;20:15;61:2;
62:2
acreage (1)
18:17
across (2)
30:4,17
active (1)
63:5
activities (2)
12:6;19:3
actual (2)
18:16;37:21
actually (7)
40:22;45:9;46:3,6,
25;59:17;62:5
adding (3)
37:2;60:12,22
addition (7)
10:21;11:25;23:21,
23;24:8;39:11;53:19
additional (6)
9:22;10:18;22:18;
25:22;34:17;62:21
address (6)
5:21;6:25;18:16;
24:12;42:5;47:16
addressed (2)
18:22;25:19
adjourned (1)
63:15
adjustments (1)
61:21
Administrative (8)
4:15,16,17;5:21;
6:8;11:10;16:14;18:6
advice (1)
61:25
advisement (1)
7:14
advocacy (1)
7:9
advocate (1)
22:11
aerial (3)
44:4;60:17,21
affect (4)
31:5;43:20;50:21;
55:7
affected (5)
18:5;29:22;49:14,
16;50:11
affecting (1)
35:20
affiliated (1)
4:18
again (14)
6:6;15:23;19:18;
20:2;38:5;42:19;45:1;
46:24;47:13;48:5;
49:25;54:7,10;62:25
against (3)
22:11;33:4;51:1
agencies (4)
14:8,9;15:19,20
agency (1)
4:17
ago (4)
14:20;26:23;36:20;
58:11
agree (1)
17:3
agreements (1)
42:4
agricultural (1)
19:3
agriculture (1)
23:3
airstrip (2)
39:16,21
alarming (1)
31:6
alignment (1)
61:17
alignments (1)
25:20
alive (1)
40:16
allow (2)
19:3;38:17
allowed (2)
35:4;41:21
allowing (1)
19:16
almost (1)
53:16
along (11)
10:4;19:11;22:2;
26:21;27:8;32:23;
36:12;40:4;41:19;
58:8;62:4
ALS (1)
54:9
alternative (6)
16:6;22:23;29:3,6;
47:2;53:12
alternatives (10)
14:3,3,14;16:1;
17:2;22:22,23;25:20;
52:20;53:21
ambient (1)
37:17
Amiret (2)
26:22,22
AMMERMANN (4)
60:2,3;61:24;62:23
A-M-M-E-R-M-A-N-N (1)
60:3
analysis (1)
22:20
and/or (1)
39:5
Andrew (5)
10:9;16:3;21:21,23,
25
announced (1)
53:19
answered (3)
6:20;50:5,8
anticipated (2)
11:11;34:11
anticipating (2)
20:15,19
anticipation (1)
19:12
anymore (2)
33:9;35:1
Anyways (1)
46:4
apart (1)
44:22
appears (2)
37:11;38:14
applause (5)
6:3;31:20,22;54:6,9
Applicant (4)
4:20;5:10;7:16;
22:19
Applicants (2)
16:12;32:15
Applicant's (2)
7:10;22:16
Application (11)
4:4;6:14;7:1,19;
10:2;14:19,21;15:9;
25:21;60:18;61:16
applications (4)
9:15;10:3;20:7;
22:17
applicators (1)
60:21
applied (3)
8:23;15:2;41:3
appointed (1)
8:15
appreciate (4)
46:15,18;54:8;63:7
approached (1)
42:2
appropriate (1)
5:23
approve (1)
16:8
approved (4)
13:11;17:23;19:20;
61:1
approves (5)
12:4;15:5;16:10;
18:11;36:10
approving (2)
15:22;38:16
approximately (2)
8:24;13:2
archeological (1)
23:3
area (17)
13:4;14:6;15:18;
16:2;21:5;24:6;29:25;
31:7;41:24;49:2,19,
20,24;50:1,17;52:20;
56:2
areas (1)
51:6
argument (1)
41:11
around (7)
31:13;34:2;36:23;
44:5;49:5;57:11,23
arrangements (1)
5:7
ASL (1)
6:3
assigned (2)
6:9;53:5
associated (2)
22:7;23:1
attendance (1)
5:25
attending (1)
31:8
authority (1)
8:11
automated (1)
49:8
available (8)
7:24;17:16;19:5;
20:25;23:15,24;24:3,
7
avoid (1)
9:25
aware (1)
41:2
away (10)
21:15,18;30:23;
37:22;38:7;39:18;
42:4;44:3;46:5;54:2
awfully (1)
27:24

B

back (12)
10:3,4;13:23;21:16;
25:4;32:8;33:8;35:11;
45:21;47:9;51:17;
58:7
bad (1)
43:17
bail (1)
41:20
bald (4)
29:4,5,7;49:18
Barr (1)
22:3
base (1)
7:14
based (7)
7:2;14:15;15:24;
22:16;23:7;24:17;
42:22
basic (1)
9:21
basically (4)
34:11;42:7;46:5,22
beans (1)
30:5
bear (1)
36:2
beautiful (3)
30:9;33:21;34:1
Becker (1)
13:14
become (2)
40:13;41:3
bedrock (1)
39:12
begin (3)
12:6;19:8;20:16
beginning (2)
47:14;61:13
behave (1)
54:10
behavior (2)
6:4;31:22
believes (1)
15:14
Ben (2)

50:19,19
benefit (3)
26:16;38:15;54:2
benefits (1)
42:11
berms (2)
26:24;27:22
best (1)
40:14
better (3)
27:19;34:8;52:10
beyond (1)
38:2
big (6)
9:13;35:6;44:16,16;
62:2,6
biggest (1)
45:1
bike (1)
33:25
billion (2)
53:19,20
bird (1)
29:15
birds (1)
49:22
bit (10)
11:16;12:3;13:5;
18:9;28:8;31:6;44:19;
46:4;55:14;60:11
blue (21)
14:17,22;15:7;
16:21,22,23,24;17:5,
10;26:12,22;29:3,5,5;
31:11;32:16;39:3;
40:2,2;46:17;49:18
boosters (1)
35:15
border (1)
54:17
borders (1)
39:4
both (5)
14:4;19:11;21:12;
43:12,23
bother (1)
55:11
box (2)
5:15;23:24
boxes (1)
33:17
brand (1)
35:24
break (2)
59:15,15
breaking (1)
44:6
briefly (1)
5:8
bring (2)
24:1;40:19
B-U-C-H-H-0-L-Z (1)
56:11
BUCHHOLZ (4)
56:10,11,23;57:2
build (5)
15:5;18:24;29:13,
17;48:20
building (3)
41:25;49:1;57:20
buildings (1)
56:20
built (8)
20:9;36:9;40:21;
52:24;53:23;54:2;
58:12,14
burden (3)
40:24;45:3;59:11
buried (1)
36:4
burying (1)
46:20
bus (1)
52:3
business (1)
36:12
businesses (1)
59:10
buy (2)
44:14,23
buzz (3)
30:20;37:25;38:1
bypassing (1)
32:19

C

CAL (2)
51:18,19
call (4)
5:18;36:24;59:25;
62:25
called (1)
14:17
came (3)
14:16;35:16;36:4
cameras (1)
58:1
can (48)
5:17;7:4;9:7;10:2,
12;15:5;17:8,18;20:1,
7;21:4,5,13;22:9,12;
23:25;24:4,4,9,25;
25:4,18;28:23;29:22;
30:20,23,24;31:23,25;
33:14;34:17;37:5,16;
38:3;42:10,21,25;
44:3;47:6;48:4;50:15,
21;51:5,7;52:14;
56:23;61:21;63:8
Canadian (1)
49:21
cancer (2)
58:12,13
cancerous (1)
29:1
cant' (1)
35:2
capacity (1)
14:13
CapX (11)
32:12;33:1;34:21;
35:14,16,20;36:21;
37:2;39:20;43:22;
45:2
carbon-free (1)
52:8
carcinogenic (1)
28:14
cardiovascular (1)
49:14
care (2)
42:1,7
cars (1)
49:8
case (2)
9:12;35:10
cattle (2)
57:11;58:1
cause (1)
34:17
caused (2)
35:10;36:16
causing (1)
34:21
cement (1)
29:18
centerline (1)
13:8
centers (1)
52:22
certain (2)
33:17;42:11
Certainly (4)
18:18;21:5;36:13;
39:18
certificate (11)
7:1;8:23;9:6,19;
11:12;22:17;25:14;
51:23;53:1,13,17
certificates (1)
8:12
challenge (1)
34:13
chance (2)
17:13;54:23
Chapter (8)
7:4,5;22:24;23:5,6,
8,8,11
chapters (1)
23:11
check (2)
49:9;59:21
Childhood (1)
28:19
children (3)
28:17,22;59:9
Chippewa (2)
4:6;60:5
choice (1)
17:24
choose (1)
44:14
chosen (3)
33:20;34:2;40:3
CHRIS (11)
47:24,24;48:4,8,12,
19,23;55:3,5,5,13
C-H-R-I-S (1)
47:25
circumstance (1)
52:3
cities (2)
15:18;49:7
citizens (1)
7:17
claiming (1)
52:8
clapping (1)
54:7
clarified (1)
24:15
clean (1)
57:10
clear (2)
36:15;54:9
Clearance (2)
55:21;56:3
clearances (1)
55:23
clearly (1)
5:2
Clifton (1)
54:18
close (3)
27:24;32:11;55:18
closer (2)
49:7;52:20
closes (1)
24:16
closest (1)
30:15
closing (2)
40:1;63:3
coal-fired (1)
13:18
coffee (1)
51:12
combine (1)
31:7
comfortable (1)
6:24
coming (2)
21:24;63:4
commence (1)
20:13
comment (12)
5:20;6:23;10:22;
21:7;24:10,16,20;
25:12;26:14;38:19;
43:7;45:10
commentary (1)
60:8
commenting (1)
24:23
comments (34)
5:12,22;6:18,21;
9:14;10:6,19,24;11:6;
18:4;21:6;22:18;24:9,
17,19;25:3,10,13,16;
33:11;43:8;45:15,18;
51:16;54:12;56:8;
59:1,22,24,25;63:1,6,
9,12
Commerce (11)
4:20;5:6,10;7:16;
21:22;22:1,2;23:16,
17,22;33:13
Commission (29)
4:19;5:9;6:10;7:12,
13,18;8:4,8,9,14,17,
23;9:6,10,19,20,21;
11:11;12:4;15:4;16:7,
10;17:25;18:7,11;
23:16;25:12;43:12;
63:11
Commissioners (1)
8:15
communities (4)
14:5,7;41:15;42:24
community (2)
15:23;40:16
compact (1)
27:9
compaction (3)
27:12,14;44:6
companies (2)
35:6;53:7
company (6)
16:17;29:23;34:24;
35:9,16,22
compatible (1)
56:1
compile (1)
6:10
complaints (1)
42:5
complete (4)
6:6;19:23;20:10,17
completed (1)
61:10
completely (3)
19:15;32:21;33:21
completion (1)
39:11
compromise (2)
44:25;59:8
computer (1)
24:1
concern (6)
18:8;53:17,23;
54:25;60:14,23
concerned (3)
29:14;44:9,12
concerning (2)

28:17;43:24
concerns (12)
10:18;25:25;28:20, 21,25;32:10;42:7; 43:25;44:6;51:3; 55:17;62:3
concluded (1)
63:16
conclusions (2)
6:13;11:8
concrete (4)
12:18,21;19:24; 20:3
condition (2)
20:12;36:11
conditions (5)
9:21,23,24;25:22, 23
conducting (1)
19:8
conductors (3)
12:24;20:6;36:24
confidence (1)
34:14
conflict (1)
48:25
congested (1)
49:20
Connection (3)
4:4;9:2;12:14
connector (2)
32:18;59:19
consent (1)
38:8
consider (6)
6:11;15:14,21; 44:17,23;55:15
consideration (2)
34:6;42:18
considered (1)
63:10
considering (1)
40:24
considers (1)
18:18
consisting (1)
6:13
consists (1)
8:14
constant (1)
39:10
constructed (2)
9:8;40:2
construction (19)
9:23;12:6,10;18:20; 19:8,13;20:10,14,16, 17,18;34:12;39:10; 49:6;53:8,8,25;59:6,7
consultant (1)
22:3
consumption (1)
52:21
contact (4)
5:6;12:8,11;20:21
contain (1)
8:1
continue (1)
19:3
Control (3)
37:10;38:2;42:10
convened (1)
4:11
conversation (2)
38:8;61:13
convinced (1)
36:8
Copies (2)
7:24;24:2
corn (2)
30:4;42:13
correctly (1)
37:12
correlation (1)
61:4
COR-TEN (1)
12:20
costs (4)
29:16;30:5;36:2; 44:18
count (1)
27:2
Counties (2)
4:7;9:1
country (1)
33:21
County (7)
4:12;13:14,16;39:1, 2;57:14;60:5
couple (1)
29:11
course (4)
9:17;12:8;19:5,14
court (2)
4:23;25:1
courtroom (1)
6:5
crack (1)
50:17
create (1)
53:2
created (1)
18:19
creates (1)
62:20
Creek (2)
34:1;57:19
criteria (1)
7:2
crops (5)
31:8;49:10;60:15, 15,21
cross (1)
57:15
crossing (1)
57:20
cured (1)
20:4
current (3)
10:1;34:17,24
currently (1)
40:12
customers (1)
40:23

D

dad (1)
58:18
dairy (2)
35:2,4
Dallenbach (13)
28:4,5,6;47:13,14; 48:3,6,10,16,22;49:3; 50:6,9
D-A-L-L-E-N-B-A-C-H (1)
28:6
damage (1)
27:11
damages (1)
18:19
damaging (1)
44:9
Dan (5)
31:24,25;32:5,5,8
data (2)
35:19;52:22
daughter (1)
58:18
Dave (1)
38:22
DAVID (2)
38:23,24
D-A-V-I-D (1)
38:24
day (3)
37:6,16;44:13
deal (3)
27:13,13;29:25
dealing (1)
32:25
debate (1)
22:13
decades (1)
15:6
decibel (2)
38:12,14
decibels (4)
37:4,8,15,18
decision (10)
6:11;7:6,15,18; 8:16;11:12;24:13; 34:8;52:7,12
decisionmakers (1)
22:9
decision-making (1)
22:8
decisions (1)
9:10
decline (1)
43:25
deduction (1)
30:8
deep (3)
27:6;29:19,20
defer (1)
5:22
definitely (6)
27:18,24;30:24; 31:5;37:7;39:25
DEIS (1)
23:25
demands (1)
52:22
Dennis (4)
26:4,5,10,11
deny (1)
44:10
Department (12)
4:20;5:6,10;7:16; 10:9;21:22;22:1,2; 23:16,21;29:8;33:12
depending (3)
13:10;20:1,3
depth (1)
20:2
describe (4)
5:8;11:16;16:3; 22:6
described (2)
14:16;19:25
description (1)
12:14
designed (1)
56:19
desk (1)
10:25
desks (1)
21:13
detail (2)
10:10;11:17
detailed (1)
9:4
details (3)
11:23,25;21:20
detrimental (3)
26:18;28:23;30:7
devaluing (1)
44:13
develop (3)
13:22;15:3;55:23
developed (1)
12:1
devices (3)
50:10,21;51:5
diameter (2)
12:19;20:1
died (1)
58:12
difference (1)
62:6
different (4)
15:25;17:1;27:1; 57:11
dig (1)
55:10
digging (1)
27:5
direct (1)
16:20
direction (1)
39:21
directly (3)
18:12;21:9;30:13
dirt (2)
46:2,16
discussed (1)
22:24
discusses (3)
22:21,25;23:5
disorders (1)
29:2
distraction (1)
39:10
distribution (6)
34:18;35:7,9,24; 36:1,5
disturbed (1)
39:9
DNR (2)
29:9;54:17
Docket (4)
4:8,9;63:13,14
document (3)
22:8;23:10;24:11
documents (2)
21:2;23:22
dollar (1)
41:25
dollars (3)
29:17;53:2,7
domain (2)
31:11,15
done (2)
20:15;61:18
doors (1)
5:17
double (1)
37:20
double-circuit (2)
8:25;12:15
down (8)
21:4;24:25;33:23; 37:13;46:2,13,15; 52:7
downed (1)
30:17
Draft (25)
10:7,7,10,15,20; 11:7;16:2,8;22:3,4,5, 10,12,14,21,24;23:15; 24:2,5,10,12,13,17,19, 20
drain (1)
52:23
drill (1)

21:4
drinking (1)
58:1
drives (1)
23:24
driveway (1)
30:18
drone (3)
50:16,23;51:2
Drones (9)
49:8,9,10,11,12;
50:22,25;51:1;60:19
ducks (1)
49:21
due (2)
23:17;36:22
during (6)
9:14,25;21:7;24:10;
37:16;61:9
duty (1)
53:5
dying (1)
58:12

E

E-002/TL/22-132 (1)
4:9
E-002/TL-22-132 (1)
63:13
eagles (3)
29:4,6;49:18
eagle's (1)
29:10
early (3)
13:25;19:10,14
easement (17)
12:5;13:4;18:13,15,
23;19:2;20:15;48:9,
11,19;49:2;54:21;
55:10,11;56:2;61:9,
23
easements (2)
19:2,7
easier (1)
23:17
east (3)
32:24;33:5,23
economies (1)
23:2
economy (1)
53:24
eDockets (1)
7:25
EERA (2)
7:23,23
effectively (1)
42:4
effects (3)
28:12;33:1;51:5
efficient (1)
52:18
efforts (1)
20:12
eight (2)
30:21,23
EIS (34)
10:5,8,10,15,20;
11:5,7;16:9;22:4,5,10,
12,14,16,21,24;23:15;
24:2,5,10,12,14,17,18,
18,20,20;33:13;34:7,
16;37:13;38:22,23,24
E-I-S (1)
38:24
either (3)
12:25;13:8;39:4
EK (3)
8:5,6;13:10
electric (2)
49:8;51:8
electricity (3)
8:17;13:18;26:19
electrocution (1)
30:16
electronic (1)
50:21
Electronically (1)
23:15
eliminate (1)
60:11
else (5)
26:19;27:22;46:9;
49:4;50:22
email (2)
10:24;21:12
eminent (2)
31:10,15
encourage (7)
6:23;23:9;24:20;
25:11;43:7,10;45:17
end (16)
9:18;11:2;13:12,12,
15,25;14:14;15:24;
16:10,17;17:6,9;
20:17;30:17;38:19;
57:18
end-to-end (1)
15:12
energized (2)
20:10,13
Energy (31)
4:4,21;8:6,13,22;
9:2;11:15,23;12:9,14;
15:16;16:13;18:11,
23,24;30:3;35:6;
40:13,22;41:6,8,13,
14;42:9,12,16,21;
47:25;52:6,18;55:6
Energy's (1)
40:20
engineer (1)
40:13
Engineering (2)
22:3;61:10
engineers (1)
53:3
enjoy (2)
37:23;39:22
enjoyment (1)
38:17
enough (3)
27:4;34:25;45:3
ensure (3)
6:17;8:19;9:23
entered (1)
5:17
entire (1)
23:9
entirety (1)
36:13
environment (1)
23:4
Environmental (14)
7:2;9:16;10:7,8;
16:2;19:9,21;22:4;
25:16,17;32:17;37:1,
8;61:18
equipment (2)
20:8;55:22
especially (2)
27:5;60:15
essentially (1)
33:8
evaluation (1)
16:23
even (8)
18:4;20:2;21:5;
29:23;41:2;52:10;
53:18,22
everybody (1)
58:4
everyday (1)
51:7
everyone (4)
25:3;52:2;54:8,8
exact (1)
33:7
exactly (1)
61:3
examining (1)
13:24
example (5)
38:11,14;42:2;49:6;
55:15
excavation (2)
55:18;56:3
exception (2)
8:1;11:10
Exhibit (2)
45:13,14
exhibits (2)
7:21,22
existing (3)
13:13,18;32:12
expect (2)
6:4;51:2
expense (1)
30:1
experience (1)
51:14
expert (1)
33:14
explain (1)
19:15
explains (1)
60:18
extend (1)
38:12
extent (1)
6:19
extreme (1)
44:5
extremely (1)
44:9

F

Facilities (3)
8:7,13;13:21
facility (1)
41:4
fact (4)
6:13;11:8;33:17;
40:24
fact-based (1)
7:9
factor (1)
40:20
fails (1)
41:9
fair (1)
16:6
fairly (2)
6:18;49:12
families (2)
58:13,15
Family (5)
4:12;28:23;43:24;
57:20,21
far (5)
40:17;50:10,20,23;
51:4
farm (11)
29:21;35:4;38:25;
39:1,5,23;44:3;48:24;
49:2;52:13;60:4
Farmers (1)
44:16
farming (2)
60:10;62:7
farmland (1)
44:2
farms (2)
42:13;60:5
far-off (1)
42:6
fault (1)
44:11
favor (1)
40:1
February (3)
6:15;11:7;15:19
fed (1)
39:7
federal (2)
14:9;15:20
fee (1)
48:14
feedback (4)
14:1,15;62:12,20
feeds (1)
29:11
feel (5)
29:13;32:21;35:1;
43:17;57:13
feet (23)
12:19,24;13:2,7,7;
19:25;20:2;27:6;
28:16;29:9,18;30:14,
24;42:17;44:21,22;
55:19;56:21,24;57:1,
21;62:5,19
fence (1)
43:9
fences (1)
43:23
few (2)
58:7;63:3
fewer (1)
46:19
field (4)
51:8;60:12;62:5,19
fields (1)
30:5
file (1)
15:9
filed (3)
7:20;10:3;21:2
final (8)
6:11;7:6,18;9:9;
11:5;16:7;24:18,18
finalize (1)
24:11
Finally (3)
5:11;20:20;39:22
find (5)
24:4;38:3;47:4,9;
52:4
findings (2)
6:13;11:8
fine (1)
45:20
fire (2)
30:3,15
first (14)
5:19;16:23;19:24;
25:2;26:1,2,14;32:15;
34:9;40:19;43:19;
47:17;57:23;63:4
five (3)
8:15;13:2;25:3
fixed (2)
34:15;35:12
flash (1)

23:24
flexibility (1)
26:3
floor (2)
5:18;43:5
fly (1)
49:25
flying (1)
51:1
focus (3)
51:21,24;53:1
folks (4)
10:16,23;20:22;
62:12
follow (1)
24:21
following (2)
40:18;62:18
football (1)
29:11
forces (1)
52:2
forefront (1)
50:24
forgot (1)
46:13
form (1)
6:24
formed (1)
17:15
forth (1)
7:3
forward (2)
26:8;43:10
fossil (1)
40:14
found (1)
7:4
foundation (3)
12:18,22;20:5
foundations (4)
19:24;20:4;55:20;
61:12
four (3)
29:16;51:12;57:17
frame (1)
20:19
free (1)
58:14
Frenzel (1)
53:18
frequently (1)
21:1
friends (1)
42:2
front (6)
10:25;23:25;24:3,
22;42:14;46:21
frustrating (1)
44:25
fuels (1)
40:15
functionality (1)
44:5
further (2)
61:18,22
Furthermore (1)
41:1
future (7)
15:6;41:13,18;42:5,
20;54:24;55:24

G

gain (2)
12:11;14:1
GALLAY (2)
50:19,19
game (1)
16:6
Garden (1)
41:4
Garvin (1)
13:16
Gary (2)
57:6,6
gas (2)
8:17;41:4
gather (1)
19:11
gathered (1)
6:18
gave (1)
46:1
geese (1)
49:21
general (3)
26:14,15;44:13
generally (2)
23:6;52:14
generation (3)
13:20,21;52:11
generic (1)
60:8
generically (1)
50:20
gentleman (2)
43:14;51:17
genuinely (1)
51:13
geographic (2)
23:7,12
geotechnical (3)
19:9,21;61:19
gestures (1)
5:3
gets (1)
12:21
given (2)
28:11;44:18
goal (1)
41:7
goes (3)
38:6;41:22;46:3
Good (7)
4:1;21:16;26:10;
28:5;38:23;42:3;58:5
government (4)
4:18;8:11;14:8;
15:20
governor (3)
8:15;52:10,11
GPS (5)
31:3,3,4,5,6
grade (2)
12:24;40:12
grandchildren (1)
28:18
Granite (4)
39:5,6,7,12
granted (2)
7:11;25:20
grass (1)
57:16
grateful (2)
32:14,17
gravel (4)
46:4;49:24;55:16,
23
great (6)
14:5,6;15:23;19:17;
26:9;38:15
greater (1)
10:10
ground (5)
27:9;34:25,25;
35:17;54:23
ground-based (1)
20:8
group (3)
32:9,14;33:12
grow (2)
60:15,16
guarantees (2)
37:14;41:17
guess (2)
50:20;60:24
guys (3)
46:14;49:19;60:25
guys's (1)
30:2

H

habitat (1)
29:10
half (10)
20:18;29:4,6,7;
36:20;39:19;43:23;
46:15;57:14;58:11
hand (3)
5:18;41:20;43:7
hands (1)
6:3
happen (4)
18:10;35:25;36:21;
46:18
happening (3)
41:15,15;43:18
happens (2)
12:3;34:19
happily (1)
34:24
happy (1)
57:24
harvesting (1)
41:13
hashes (1)
17:15
hat (1)
43:14
hay (1)
30:5
head (2)
5:3;57:21
health (9)
23:1;28:12,12,24,
24;57:22;59:8,9,11
healthy (1)
58:2
hear (10)
5:9;25:13;30:20,23,
24;31:25;37:5,25;
38:1;46:11
heard (5)
40:11;46:9;49:11,
13;60:9
hearing (8)
4:3;5:15;6:5,9;
11:25;16:12,14;51:21
Hearings (6)
4:16,17;5:5;10:15,
22;11:5
heavy (1)
27:6
height (2)
12:22;55:21
held (2)
13:25;28:7
helicopter (1)
20:7
Hello (1)
21:23
help (3)
24:11;34:8;47:9
helped (1)
14:9
helpful (2)
20:25;63:6
helping (1)
38:3
hey (1)
26:15
Hi (3)
43:15;54:14;60:2
high (4)
30:16;32:12,22;
36:3
highlighted (1)
10:12
historic (1)
23:3
hold (1)
31:22
holding (1)
10:14
holes (1)
57:17
home (7)
28:18;36:12;39:8;
40:11;51:11;56:24;
57:1
homes (2)
38:18;56:20
Honor (14)
11:20;20:20;32:1;
40:9;47:21;50:15;
51:18,20;53:15;54:3;
55:2;56:15;61:7;62:8
hope (1)
34:5
hour (1)
30:17
hours (1)
21:17
house (6)
28:16;30:21,23;
33:23;35:21;43:21
houses (1)
14:1
huge (2)
49:25;52:23
human (2)
23:1;25:17
hundred (1)
51:13

I

idea (3)
52:5;60:19,22
ideal (1)
62:13
identified (7)
9:25;16:20;17:4,14,
21;24:12;32:16
identify (4)
10:18;14:9,13;
16:16
imagine (1)
29:17
Impact (14)
7:2;9:16;10:7,8;
16:3;22:4;23:5;25:16;
32:18;36:16;37:1,3,8;
62:21
impacted (1)
60:6
impactful (4)
14:10;15:15;17:7;
62:14
impacts (12)
9:25;16:25;17:3;
22:6,10,25;23:7;
25:18,18;60:9;61:22;

62:21
impedes (1)
39:20
implemented (1)
46:16
important (6)
5:1;17:20;18:3,25;
41:11;43:11
importantly (2)
5:11;14:11
impression (1)
15:1
improve (2)
8:18;36:19
improved (1)
34:8
improvement (1)
59:9
inaudible (2)
37:19;55:15
include (7)
9:22;11:5,6;16:7;
39:3;51:22;63:13
included (4)
16:8;17:5;25:23;
32:18
includes (6)
7:15;9:12,20;12:7,
18,20
including (6)
5:5;6:18;9:24;
22:22;23:2,23
increase (1)
37:7
increasing (2)
30:1;62:21
indeed (1)
51:23
independent (1)
4:17
independently (1)
52:6
indication (1)
5:15
individual (2)
18:13;61:20
inefficient (1)
40:23
inevitable (1)
53:10
information (22)
6:18;7:8;8:2;9:4,15,
16;10:6,20,25;11:2;
12:8,11;17:18;19:12,
13;20:21,25;22:12,
18;24:14,14;39:23
infrastructure (1)
18:25
initial (1)
25:2
in-person (1)
10:21
input (3)
7:15;10:18;18:7
inspection (1)
50:25
inspired (1)
40:12
install (1)
19:24
installed (2)
20:6,6
instructions (1)
24:21
insulators (1)
36:25
insurance (3)
29:21,23;30:3
integrity (1)
55:20
intend (3)
49:19;61:17;62:18
intended (1)
31:7
intent (2)
62:10,16
intentionally (1)
14:23
interactive (2)
21:4;23:23
interest (1)
21:5
interested (4)
7:17;17:12;19:16;
23:13
into (10)
6:22;7:21;15:6;
31:2;41:24;46:1,14;
49:7;55:13;62:5
invested (1)
53:20
investigations (3)
19:10,22;61:19
investment (3)
42:8;53:19;54:1
investments (2)
53:3;54:2
investors (2)
41:23;42:6
issuance (1)
11:5
issue (11)
8:11;9:6;11:8;
24:18;25:13;28:24;
44:6;46:20;50:23;
51:9,23
issued (3)
6:15;10:8;24:9
issues (7)
9:19;24:12;25:24;
39:24;46:8;49:14;
57:22
items (2)
9:13;34:7

J

Janet (1)
24:25
January (7)
10:3,5;15:18;24:18;
32:8;33:8;57:9
job (3)
15:3,24;53:5
jobs (1)
54:1
J-O-H-N (1)
57:7
JOHNS (2)
57:6,6
joining (1)
11:21
joint (1)
10:14
JUDGE (43)
4:1,15;5:21;6:8;
8:5;9:17;10:16;11:7;
16:14;18:6;25:7;26:7;
28:3;31:19,21;32:4,7;
38:21;40:5;43:2;45:5,
12,21;46:25;47:4,8,
11,23;50:3,7,12;
51:15;54:5,7;55:1;
56:6,14;57:3;58:24;
59:13,20;61:6;62:24
Judge's (1)
11:10
jump (1)
58:9

K

Kandiyohi (2)
4:5;60:5
KATHLEEN (4)
54:14,15;55:9;56:4
K-A-T-H-L-E-E-N (1)
54:15
keep (2)
54:9;57:10
keeping (1)
40:16
Keith (1)
58:12
kids (1)
58:13
kilovolt (2)
8:25;12:15
Kimball (1)
24:7
kind (3)
27:5;29:2;51:7
kinds (2)
49:10,21
knew (1)
37:6
known (2)
9:2;33:10

L

land (22)
19:2,5;20:11;26:21;
27:3;31:11,16;35:21;
39:1,4,4,13,16,19;
44:13,16;48:17,24,24;
58:5;61:2;62:2
land-based (1)
23:2
landowner (7)
18:13,21;19:1;
47:18,19;61:13,20
landowners (5)
14:7;26:17;32:23;
33:2;53:9
Langan (14)
11:15,19,22;47:21;
50:12,15;55:1,2;
56:14,15,25;61:6,7;
62:8
language (1)
18:15
large (2)
8:12;60:13
largely (1)
36:25
last (9)
14:19;15:18;17:19;
23:20;31:10;56:11;
58:3;59:25;62:25
lastly (1)
25:24
lasts (1)
27:17
later (3)
9:3;10:10;13:5
Law (8)
4:15;5:21;6:8,13;
11:9,10;16:14;18:6
laws (1)
7:3
learned (1)
41:1
lease (1)
48:6
leased (1)
47:17
least (5)
14:10,13;17:7;33:5;
62:14
leave (2)
21:15;45:10
left (1)
45:14
legally (1)
29:13
length (2)
13:9;14:12
LENOUE (4)
54:14,15;55:9;56:4
L-E-N-O-U-E (1)
54:15
less (4)
15:15;16:25;17:3;
42:17
letter (1)
10:24
letters (2)
19:14;57:22
leukemia (1)
28:19
levels (1)
39:12
LEVI (2)
21:23;50:14
liability (1)
30:2
libraries (1)
24:5
Library (1)
24:7
life (2)
53:24;62:1
likely (2)
27:20;42:1
limit (3)
25:2;28:11;38:14
limited (2)
6:21;9:13
limits (1)
38:2
line (76)
8:25;11:24;12:16;
18:14;20:9,10,13;
26:13,23;27:17,23;
28:15;29:3,5,5;30:21;
31:11;32:12,22,24;
33:2;35:7,9,16,18,24;
36:1,4,5,10,11,13,16,
22;37:3;39:17;40:19,
20,20;41:5,5,19;
44:21;45:2,2;46:8,17,
18,20;48:18,21;49:1,
18;50:25;51:8,9;53:6,
18,22;55:16;56:22,
24;57:18;59:6,19;
60:4;61:1,21;62:3,4,6,
12,14,15,18,19
lines (30)
27:1;28:14;30:17;
33:23;34:17,18;
38:13,15;39:24;
40:24;41:17;43:23;
44:7,12,15,22;46:10;
49:5,5,6,13,17;50:21;
51:2;55:21;56:13;
57:15;59:7;61:4,15
links (2)
21:1;23:19
Lisa (13)
28:4,5,6;47:13,14;
48:3,6,10,16,22;49:3;
50:6,9

listed (1)
24:6
listening (2)
39:22,25
little (11)
11:16;12:3;13:5;18:9;26:3;31:6,13;38:10;42:1;44:19;55:14
live (8)
23:12;28:22;30:6,11;38:25;39:19;41:9,19
lives (2)
8:19;46:5
living (3)
28:17;58:5,5
loading (1)
23:18
local (6)
14:8;15:20;41:14;42:9,10;46:12
located (1)
61:5
location (1)
61:22
locations (2)
17:1;42:12
logic (1)
29:1
long (5)
22:16;27:3;31:14;42:15;53:25
long-term (2)
27:13;43:25
look (5)
17:13;46:13;47:6;52:19;53:13
looked (1)
46:1
looking (1)
46:14
looks (1)
9:21
loop (1)
25:4
lose (4)
34:3;38:17;54:22;56:1
loss (2)
40:19,20
lot (8)
20:24;27:9;44:2,3,8;53:4;58:16,19
louder (1)
37:16
loudly (1)
5:2
LOUWAGIE (2)
43:15,15
L-O-U-W-A-G-I-E (1)
43:16
lower (2)
48:11;51:13
LUDEMAN (2)
51:18,19
L-U-D-E-M-A-N (1)
51:19
Lyon (3)
4:7;9:1;13:15

M

ma'am (2)
54:13;59:2
maintain (5)
15:6;18:24;48:20;55:20,22
maintenance (1)
13:6
major (2)
28:19;53:23
makes (1)
58:19
making (5)
9:9;33:24;36:23;53:9;58:5
management (1)
62:2
manages (1)
8:10
manner (1)
7:9
man's (1)
35:21
many (5)
27:16;34:23;39:8;40:24;41:2
map (3)
21:4;23:23;47:2
maps (4)
17:13,15;21:6;62:17
March (3)
10:4;11:13;12:4
mark (2)
5:15;45:13
marked (1)
5:19
Marshall (12)
4:12;14:4;15:17;32:24,25;33:6,6;34:3;42:12;49:16;51:21;54:16
MARY (2)
59:3,3
materials (1)
9:11
Matt (10)
11:15,19,22;47:21;50:15;55:2;56:15,25;61:7;62:8
Matter (4)
4:3,21;15:4;34:20
may (4)
5:6;9:22;45:13;56:2
maybe (2)
47:9;54:19
mean (2)
17:22;42:25
means (1)
32:19
measured (1)
58:20
measures (2)
22:7;23:1
medical (2)
51:4,6
Medicine (1)
4:6
Meeker (1)
4:6
meeting (6)
6:2;7:19;28:7;45:25;50:24;57:8
meetings (6)
10:5,14,14,21;11:4;31:10
members (1)
21:13
mention (1)
46:23
mentioned (2)
13:10;47:17
message (1)
21:16
metropolitan (1)
52:20
microwave (1)
51:11
mid (1)
13:25
middle (7)
27:7,9,15,19,23,25;33:20
might (6)
6:1;31:6;42:5;48:25;59:16;60:25
migraines (1)
29:2
migration (1)
49:20
migratory (1)
49:23
MIKE (6)
45:23,23;47:3,6,10;59:17
M-I-K-E (1)
45:24
mile (11)
13:3;29:4,4,6,7;34:1;36:14;43:21,23;46:2,15
miles (8)
13:11;17:8;30:17,21,23;39:4,19;57:14
milligauss (2)
51:10,13
million (1)
29:17
millions (2)
53:2,6
mine (1)
60:23
mined (1)
39:6
mineral (5)
54:22;55:7,8,14;56:1
minimize (1)
9:24
minimum (4)
56:12,18,21;57:1
Minnesota (26)
4:4,7,13,19;7:4,5;8:7,9,13;9:2;12:14;13:14;14:11;15:11;17:25;22:1;25:9;37:10;38:2,16;41:25;52:14,19,24;53:24;59:7
Minnesotans (1)
8:19
minutes (1)
25:3
missed (2)
57:4;62:9
missing (1)
24:14
mission (1)
8:18
mitigated (1)
25:19
mitigation (3)
22:7,25;23:5
mnenergyconnectioncom (1)
20:24
modifications (2)
17:5,11
modified (4)
16:21,22;17:14;32:16
moment (1)
16:4
money (2)
42:23;58:8
monitoring (4)
31:4;36:12,14,15
monitors (1)
31:3
month (1)
58:11
months (1)
14:20
more (14)
9:3;11:16;12:11;25:5;33:15;36:18;37:4,15,18;42:15;47:15;49:7;55:14;60:22
morning (4)
4:1;26:10;28:5;38:23
most (5)
5:11;22:14;41:11;48:22;52:19
motivation (1)
41:16
move (2)
18:12;28:22
moving (1)
46:13
much (4)
33:15;39:22;44:15;63:15
multiple (2)
49:24;60:12
must (3)
6:6;9:6;40:3
myself (3)
33:11;40:11;60:20

N

name (16)
4:14;8:6;11:22;14:24;18:2;21:25;25:1;26:8,11;38:23;45:7;51:19;52:2;54:14;56:11;57:6
named (1)
14:22
names (1)
5:18
naming (1)
16:21
national (1)
29:15
native (1)
57:16
natural (3)
8:17;23:4;41:4
near (4)
5:16;13:14;39:12;42:12
nearby (1)
46:5
necessarily (2)
27:23;31:2
need (15)
7:1;8:12,24;9:7,20;11:12;15:5;22:17;24:11;25:14;35:11;51:24;53:1,14,17
needs (5)
16:13;24:14;29:9;31:7;35:8
negligible (1)
37:3
negotiate (1)
18:12
negotiation (2)
61:9,23
neighbor (3)

26:21,25;42:3
neighborhood (1)
32:9
neither (1)
34:11
NERC (1)
34:12
NESC (1)
34:12
nest (1)
29:10
nests (1)
29:4
neutral (1)
7:8
new (7)
8:24;13:19;27:3;35:24;39:17;42:3;52:22
next (11)
10:1;12:4;16:11;27:17;28:4;31:24;38:22;39:7;40:5;41:4;52:9
nice (1)
34:4
night (2)
28:8;37:15
no-action (1)
22:23
noise (15)
30:19;36:19,21,22,23;37:3,10,15,18,19,20,21;38:9;46:8,11
none (3)
31:14;42:2;63:2
nonrenewable (1)
40:14
Normal (2)
29:21;46:10
north (5)
13:13;23:9;32:24;33:6;39:21
northeast (1)
33:24
notice (2)
24:6,21
November (3)
4:10;10:23;63:9
nowhere (1)
33:21
nuance (1)
62:9
nuclear (1)
52:17
Number (8)
4:8,9;14:2;21:11;40:4;47:4;63:13,14

O

OAH (2)
4:8;63:14
Obama (1)
29:12
obstacle (1)
60:20
obstacles (4)
60:11,13,22;62:22
obvious (1)
35:19
obviously (6)
36:6;46:17,20;53:2;55:17,21
occasionally (1)
28:18
occupied (1)
48:18
occur (1)
41:6
occurred (1)
54:20
occurs (1)
35:6
October (2)
10:9;14:19
Oeltjenbruns (4)
26:4,5,10,11
O-E-L-T-J-E-N-B-R-U-N-S (1)
26:12
off (6)
35:15;41:25;45:14;46:11,17;58:5
offer (1)
51:5
offering (1)
48:7
Office (2)
4:15,16
official (1)
15:9
old (1)
27:4
older (3)
31:13;44:8;58:7
once (4)
15:9;20:3;42:19;45:1
one (30)
5:1,5;17:2;21:8;24:24;28:8,19;31:9,10;32:18,23;33:3,18;34:9;35:3;36:18;39:19;40:21;42:16,21;44:20;45:2;46:2;50:24;51:22;52:13;55:15,19;57:9;62:2
one-pass (1)
27:13
ones (4)
17:24;27:3,4;33:16
one-time (2)
41:21;44:18
online (1)
10:24
only (8)
5:1;6:22;14:6;18:16;29:9,11;30:24;33:22
oop (1)
19:6
open (5)
5:18;10:23;14:1;24:10;43:4
operate (3)
15:6;18:24;48:20
operation (5)
9:24;13:6;35:2;60:10;62:7
opinion (1)
40:10
opportunity (7)
5:20;10:17;21:19;25:4;32:2;35:13;42:20
oppose (3)
26:14;27:18;59:6
opposed (1)
27:25
opted (1)
41:7
option (4)
31:18;41:7;46:1,14
orange (1)
10:12
order (1)
49:25
Organization (1)
28:13
originally (2)
17:4;29:5
others (3)
5:25;15:23;45:6
otherwise (1)
23:13
ought (1)
15:21
ourselves (1)
52:4
out (20)
4:22;10:4;12:13;13:22;18:2,9;19:20;24:3;27:14;31:6,7;33:20;35:16;42:13;44:9;47:4;57:8,17;60:12;62:19
outcropping (1)
39:6
outside (5)
13:16;30:22;36:7;41:23;44:1
over (11)
6:9;11:15;14:20;21:21;27:16;34:1;37:7;40:15,20;45:19;54:17
overall (5)
8:10;10:16,19;16:24;17:8
own (9)
19:5;22:19;33:18;39:4,15,16;42:14;48:21;54:16
ownership (2)
42:10;48:14
owns (5)
19:1;34:18;35:9;47:18;52:17

P

pacemakers (2)
49:13;51:4
page (6)
23:17,18,22;34:10,16;37:12
pages (4)
22:16;23:16,19;34:11
paid (1)
48:15
panel (2)
42:15,16
parallel (1)
34:18
paralleled (1)
32:11
paramount (1)
60:16
parcel (1)
19:1
parcels (1)
44:20
part (10)
4:18,25;15:10;16:9,15;43:11;52:12;60:17;61:23;63:11
participating (1)
15:24
participation (4)
14:5,7;15:25;63:5
particular (3)
32:11;33:16;60:6
particularly (1)
25:12
parties (2)
7:17,20
past (3)
35:13;46:7,10
pasture (4)
57:12,12,16,17
pathways (1)
39:10
patience (1)
47:12
pattern (1)
49:23
pay (3)
18:20;44:15;48:16
paying (1)
48:13
payment (1)
41:21
pelicans (1)
49:20
people (24)
22:15;29:9;33:22;36:8;38:3,4,5,16;40:25;41:2,12,19;42:1,3,13;43:18,20;44:14;48:7;49:9,10,11;58:6,7
per (1)
13:3
percent (6)
30:8,10;37:14;40:21;41:5,8
perhaps (1)
59:15
period (7)
10:22;11:10;21:7;24:10,16;27:16;35:15
Permit (16)
4:3;6:12,14,25;7:11,19;8:24;9:7,20;11:12;14:19;22:17;24:8;25:14,19;29:12
permits (1)
8:12
permitted (1)
29:13
perpetual (3)
48:9,10,14
person (2)
5:1;58:21
personal (2)
34:20;36:7
personally (1)
43:19
persons (1)
5:19
perspective (1)
51:8
petition (3)
33:7;45:11,13
phone (2)
21:11,15
photo (2)
12:16;13:1
photos (1)
46:6
pick (2)
21:15,17
picking (1)
35:8
piece (1)
19:18
pilot (2)
39:15;60:20
pilots (1)
60:20
pit (2)
55:16,24
pits (1)
49:24

place (9)
34:5;46:7,21;52:15, 25;58:13;61:11,17; 62:11
placed (5)
5:16;12:21;34:25; 42:16;62:15
places (2)
38:13;57:11
plan (1)
55:25
plane (1)
39:16
Planner (1)
8:7
plans (2)
41:14;61:16
plant (3)
13:19;42:13;52:7
plants (1)
52:17
playground (1)
58:14
please (12)
21:15;24:13,24,25; 25:2;26:7;32:4;43:7; 47:23;50:18;54:10; 63:12
plus (1)
57:19
pm (1)
63:16
point (5)
4:22;10:13;13:15; 34:4;45:1
points (7)
13:12,13,25;14:14; 16:10,18;17:9
pole (5)
30:14,22;44:5; 61:22;62:4
poles (2)
27:21;61:3
policies (2)
29:21,21
Pollution (2)
37:10;38:2
pond (1)
39:7
porch (1)
37:25
portions (1)
8:1
position (1)
52:1
positionally (1)
32:20
possibility (2)
29:19;39:18
possible (4)
6:19;19:14;32:3; 47:1
possibly (5)
27:20;28:14;29:18; 38:8;41:11
potential (6)
13:24;22:6,6,9,25; 23:7
pouring (1)
41:24
power (20)
27:17;32:12,22; 33:23;36:22;41:5; 44:12,15,21;46:10; 50:21,25;51:2,8,9; 52:7,11,23;57:15,18
powers (1)
44:22
preexisting (1)
20:12
preference (1)
17:17
preferred (12)
15:1;16:16,17,20; 17:6,14,17,20,21; 18:2,5;32:16
prefiled (1)
7:24
prepare (2)
6:12;22:15
prepared (1)
22:3
present (1)
4:23
presentation (2)
10:11;11:2
presentations (1)
25:8
presented (2)
7:8;10:20
presenters (1)
5:23
presenting (1)
9:3
preside (1)
6:9
previous (3)
45:25;51:20;62:1
primarily (1)
13:20
primary (1)
41:16
print (2)
21:5;24:2
probably (6)
26:25;27:16;30:14; 35:23;46:23;62:9
problem (11)
34:19;35:1,5,8,10; 36:3,7,9,25;37:17,20
problems (3)
29:1;36:22;41:6
Proceeding (1)
63:16
process (20)
8:10;9:14,18,25; 10:13;11:14;12:2,6; 16:12,12,15;18:3; 19:8;36:19;38:17; 52:1;60:17;61:2,10; 63:6
produce (1)
40:22
produced (1)
42:15
professional (1)
51:6
profit (1)
41:22
profitable (1)
54:25
profits (3)
41:18;59:10,11
programs (1)
51:1
Project (50)
4:5;8:16;9:2,4,5,7; 10:15,18,19;11:13,16, 24,25;12:12,13,15; 13:7,8,9,12,12,17,23, 24;14:6,14;15:18; 16:1,10,17;17:9,16; 20:22;21:10,13,20; 22:7,10,11,13,22,24; 23:22;24:5,9;25:15, 18;26:15;32:13;43:12
project-related (1)
25:24
projects (1)
41:25
project-specific (2)
20:23;21:12
prominence (1)
37:21
pronunciation (1)
26:4
proper (2)
9:23;40:17
properties (1)
19:11
property (26)
18:14,16;37:23; 43:25;46:6,11;47:19; 48:1,11,13,14,17,21; 49:11;50:9;54:16,18; 60:16;61:4;62:1,4,6, 11,15,18,19
propose (3)
14:12;17:7;55:23
proposed (12)
10:17;15:7,16,22; 22:21;25:15;26:12; 27:21;28:15;39:3,17; 55:16
protect (1)
38:3
protected (1)
49:12
provide (14)
9:3;10:10,16,18,19, 23;12:8;18:4;20:21; 21:7,20;24:9;26:18; 39:23
provided (2)
9:15;22:19
provider (1)
52:18
proximity (1)
33:1
public (27)
4:2,19;5:5,12;6:10, 19,20;7:25;8:7,9,14; 9:5,14;10:15;14:1; 15:12,14,19;17:2,3, 25;18:6;24:5,7,16; 25:10;63:6
publicly (1)
17:10
PUC (7)
4:9;7:22,22;23:18; 36:10;53:13;63:13
purple (14)
14:17,22;15:7; 16:24,25;32:10,24; 33:5,17;34:2;43:20; 54:21;60:4,7
purpose (4)
7:7;13:17;22:5; 39:19
put (12)
20:4;26:24;33:25; 35:24;42:12,13;46:4; 51:25;52:2,9,25; 57:25
putting (3)
41:16;49:1;60:19

Q

quarry (3)
39:8,13,14
quarter (2)
36:13;43:21
quick (2)
24:23;41:25
quickly (2)
18:9;52:9
quiet (1)
38:17
quietly (1)
37:23
quite (2)
28:8;60:11
quote (1)
58:18
quoted (1)
58:18

R

radio (1)
39:23
radon (1)
29:19
raise (2)
5:17;43:7
raised (1)
32:10
raising (1)
6:3
Ranch (1)
4:12
rates (1)
8:21
rather (1)
15:22
read (1)
23:9
reading (1)
23:11
readings (1)
35:17
real (3)
52:25;60:14,22
realize (1)
36:20
realized (1)
45:10
really (11)
14:5;18:3,7;26:14; 43:24;44:10;45:17; 46:14,17;54:11;63:6
reason (2)
16:22;52:5
reasonable (1)
8:21
reasons (2)
40:18;41:7
recall (1)
45:14
received (4)
7:21,22;9:14;11:6
receiving (1)
41:20
recently (1)
10:9
reception (1)
39:24
recognize (1)
17:1
recommend (2)
23:11;33:4
recommendation (3)
7:10,14;11:9
recommendations (1)
6:14
record (19)
4:24,25;6:7,10,21, 23;7:15,22;9:12,22; 26:8,19;31:23;43:17; 49:15,22;50:1;54:9; 63:11
recorder (1)
35:17
reduce (2)

34:25;61:22
reduction (1)
30:10
Redwood (3)
4:7;38:25;39:2
reenergized (1)
35:18
reference (1)
51:7
regardless (1)
43:18
region (2)
23:7,12
register (4)
5:16,19;26:2;43:4
regular (1)
46:12
regulates (1)
8:17
regulating (1)
37:9
reimburse (1)
18:21
reinvestments (1)
52:16
related (1)
39:24
relates (1)
52:1
relevant (2)
6:17;9:10
reliable (1)
8:20
reliance (1)
60:16
remaining (1)
19:20
remains (1)
32:20
remind (2)
54:10;63:8
reminder (2)
24:23;54:8
renewable (9)
13:19;40:13,15;
41:6,8,13;42:9,16,21
rent (1)
57:13
Renville (1)
4:6
repairs (1)
18:22
repeat (1)
57:9
replace (3)
13:17,19;40:14
replacing (1)
44:10
report (10)
6:12,15,25;7:5,7,
13;9:18;11:11;51:22;
53:16
reporter (2)
4:23;25:1
representative (1)
32:9
representatives (1)
21:10
represented (1)
62:17
reproductive (1)
28:24
request (3)
6:11;7:10;40:3
required (2)
14:13;25:22
requirements (2)
23:18;25:23
requires (1)
36:11
resale (2)
30:6,10
residence (1)
56:13
residences (1)
33:18
resignation (1)
53:10
resolved (1)
35:8
resource (1)
21:8
resources (2)
23:3;29:18
respectful (2)
6:4;31:22
respectfully (1)
40:3
respond (3)
24:19;50:13;62:10
response (1)
51:6
responses (1)
11:6
responsibility (1)
18:20
responsible (1)
47:19
rest (1)
49:25
restate (1)
48:4
restoration (2)
20:12;27:12
restore (1)
27:12
restoring (1)
20:11
restricted (1)
56:2
restrictions (2)
48:24;55:19
resulted (1)
17:3
results (1)
52:13
retention (1)
26:25
retiring (1)
13:18
return (1)
42:8
review (17)
6:21;8:10;9:11;
10:2;11:14;12:2,10;
13:24;14:18;15:8,10,
11;16:11;23:14,17;
24:3,4
revise (1)
24:17
revision (1)
40:4
riders (1)
33:25
right (46)
12:17,18;18:17,18;
19:4;21:15,18;25:7;
26:1;27:7,22;28:4;
33:11,22;38:22;40:5;
41:24;43:3,13;45:6,
15,19;47:7,12;48:20;
51:1,15;53:12;54:12,
22;56:4,7,19,21;57:3,
19,21;58:25;59:14,18,
21;60:1;61:16;62:13,
25;63:2
right-of-way (1)
13:5
rights (7)
42:4;54:22;55:7,8,
14;56:1;58:7
risk (1)
30:15
Road (7)
4:12;27:8;46:2,4,
16;57:14,20
Rock (1)
39:5
rods (1)
34:25
ROGERS (11)
47:24,24;48:4,8,12,
19,23;55:3,5,5,13
R-O-G-E-R-S (1)
47:25
role (3)
4:24;5:8;6:17
roll (1)
21:12
room (3)
26:16;36:8;38:5
rounds (2)
14:1,4
Route (88)
4:3;6:12,14,25;
7:11,18;8:12,24;9:7,
20;10:4;11:12;12:4;
13:10;14:2,2,12,14,
17,17,19,23,24,24,24,
25;15:1,5,7,13,13;
16:1,7,9,16,17,21,21,
22,22,24,24,25;17:2,
4,6,6,8,10,14,17,20,
22,22;18:2,5,8,11;
19:19;22:17;25:14,
19,20;27:15,19;32:10,
16,17,18,24;33:5,17,
20;34:2;36:11;38:5;
39:3;40:2,2,3,4;
43:20;46:15;52:2;
54:22;60:6,7;61:3
routes (16)
12:1;13:22,24;
14:10,16,18;15:3,4,
12,12,15,21,22;16:6;
19:11;62:3
routinely (1)
19:2
routing (1)
51:23
rows (1)
10:13
rule (1)
9:11
rules (5)
7:3,3,5;38:9;41:10
run (7)
30:4;31:2;41:14;
46:7;53:25,25;57:11
running (3)
44:1;45:1;57:19
runs (1)
46:7
rural (1)
37:11
RYAN (4)
60:2,2;61:24;62:23

S

safe (2)
8:19;9:23
safety (1)
23:2
same (6)
30:22;32:21;33:2,7;
36:9;38:6
saying (2)
26:20;40:10
schedule (1)
10:2
schooled (1)
40:11
scope (1)
36:7
scoping (2)
10:5;24:13
SCOTT (3)
8:5,6;11:20
screen (3)
12:17,23;21:11
second (4)
32:22;33:3;37:2,2
secret (1)
8:1
section (12)
27:7,9,16,20;28:1;
32:23;33:5;38:25;
39:1,5,16;54:16
sections (1)
44:2
secured (1)
19:7
Seeing (3)
28:15;31:11;63:2
seeking (2)
13:6;19:10
seem (1)
44:24
segment (3)
14:2,3;16:1
segments (2)
15:13,13
selected (1)
25:21
self-weathering (1)
12:20
sell (1)
44:14
sense (1)
58:19
sent (1)
46:6
separate (1)
7:19
separately (1)
41:3
September (1)
16:19
service (1)
8:20
services (1)
8:18
set (4)
7:2;13:22;20:11;
42:14
setback (4)
56:12,18,21;57:1
settlement (1)
23:1
seven (3)
12:19;17:1;19:25
several (2)
23:14;34:22
Shaddix's (1)
4:24
shaking (2)
5:3;6:4
shallow (1)
39:12
share (1)
43:10
shareholders (1)
41:22
sheet (1)

5:16
sheets (3)
5:19;26:2;43:4
Sherburne (3)
4:5;9:1;13:14
Sherco (2)
13:19;52:7
Sherco's (1)
13:13
shocks (1)
34:22
short (2)
53:25;59:14
show (4)
6:1;17:17;58:16,17
shower (1)
34:23
showing (1)
42:24
shows (1)
10:1
shut (2)
35:15;52:7
side (3)
12:25;13:8;43:22
sight (1)
46:8
sign (2)
42:3,4
signed (1)
33:8
significant (2)
26:23;27:11
significantly (1)
26:17
similar (1)
12:16
simple (1)
59:5
simply (1)
41:22
single-pole (2)
12:22,25
sit (1)
37:25
site (2)
20:12;57:20
sites (1)
42:14
sitting (1)
58:4
situation (2)
19:15;37:11
six (2)
17:1;57:14
size (2)
9:5;30:22
sleep (1)
29:2
slide (4)
10:1;11:1;12:17;
23:20
slowly (1)
28:10
small (1)
46:12
smaller (1)
42:24
S-N-0-B-L (1)
59:4
SNOBL (2)
59:3,3
soil (1)
20:1
solar (5)
13:21;42:12,14,16;
53:8
solely (1)
41:17
solution (5)
35:22,23;40:14;
41:9;42:17
somebody (3)
21:14;47:8;49:4
someone (1)
21:17
sometime (1)
11:13
soon (1)
54:1
sorry (1)
45:19
sorts (1)
49:21
sources (1)
13:20
south (3)
23:8;29:4;30:13
southern (2)
13:15,15
Southwest (4)
52:14,24;53:24;
59:7
span (1)
13:1
speak (6)
5:1,14;25:4;28:10;
32:2;42:20
speaker (1)
24:24
speakers (2)
5:2;6:1
speaking (1)
18:9
special (2)
9:22;58:11
species (1)
39:8
specific (1)
18:15
specifically (1)
60:7
spell (2)
25:1;45:8
spent (2)
53:4,6
spoke (1)
45:25
spoken (1)
22:18
spots (1)
27:21
spray (3)
44:4;60:18,21
spring (2)
28:8;39:7
square (1)
44:16
squeeze (1)
43:23
staff (2)
5:10;32:2
stage (2)
12:1;16:15
stake (1)
34:20
standard (2)
37:10,14
standards (1)
34:12
standing (1)
51:11
start (7)
12:13;15:10;18:12;
26:1;40:9;43:13;
50:20
started (2)
13:23;30:4
state (12)
4:18;14:8,11;15:14,
19,21,25;24:25;26:8;
29:8;32:4;45:7
stated (1)
37:2
Statement (12)
7:2;9:17;10:7,8;
16:3;22:4;25:17;
32:18;37:1,9;38:6;
59:5
state's (7)
12:2,10;14:18;15:8,
10,11;16:11
stations (2)
39:23,25
statute (2)
7:3;9:11
Statutes (1)
7:4
stay (2)
58:13,14
staying (1)
58:2
steal (1)
31:16
Stearns (1)
4:5
steel (2)
12:20;20:4
step (2)
15:8;16:11
steps (1)
11:4
STEVE (2)
43:15,15
still (14)
18:4,7;19:1,4;35:1,
21;47:18,19;48:13,21,
23;49:2;57:13;63:8
stood (1)
32:8
stop (2)
39:25;53:12
stopped (1)
53:11
strategy (1)
31:15
stray (2)
34:9;35:20
street (1)
46:3
stricter (1)
38:10
strongly (1)
45:17
structure (4)
12:21,23,25;62:15
structures (5)
13:1,3;20:5;61:12;
62:11
stuck (1)
35:21
studied (1)
10:6
study (3)
16:2;19:23;61:18
stuff (2)
58:2,22
subject (2)
11:24;38:4
submit (4)
16:13;63:9,10,12
submitted (3)
14:18,20;16:19
submitting (1)
33:7
substantive (1)
24:19
substation (2)
13:13;41:4
substrate (2)
20:2,3
suggested (2)
17:3,10
summarize (2)
7:7;34:10
summer (3)
22:14;35:14;42:15
support (1)
6:1
sure (11)
18:21;38:1,4,10;
45:22;47:8;50:4;
52:10;55:25;58:1;
61:24
surrounding (1)
39:13
surrounds (1)
33:22
survey (3)
19:17;35:14;37:2
surveys (3)
19:9,21;61:18
sustainable (1)
8:20
Suzanne (1)
4:14
swans (1)
49:21
system (2)
7:25;26:24

T

T-0-B-Y (1)
40:8
table (2)
23:25;24:22
talk (6)
5:2;12:3;13:4;23:6;
29:22;43:19
talked (3)
31:9;44:19;62:22
talking (2)
27:5;49:17
taxes (8)
47:20;48:1,11,13,
15,17;50:10;60:16
team (3)
20:23;21:13;22:15
technicians (1)
53:3
telephone (1)
8:18
telling (1)
35:10
ten (1)
40:21
tenth (1)
40:12
testify (1)
51:20
testimony (7)
7:20,24;9:17;16:13,
15,20;54:3
thankful (1)
40:10
theory (1)
35:25
Therefore (1)
4:25
thinking (1)
49:9
thorough (1)
33:15
though (1)

53:18
thoughts (1)
43:11
Three (8)
26:23;34:1;37:4,7;40:18;44:2;51:12;60:5
Three-fourths (2)
58:15,17
threshold (2)
35:3,3
thriving (1)
42:21
throughout (6)
12:9;14:6;15:18;16:1;20:16;39:13
tile (5)
26:24;27:1,23;44:7,8
timeline (1)
20:14
timelines (1)
12:7
times (2)
27:16;60:9
Toby (4)
40:6,7,7;58:11
Today (14)
4:10;5:5,8;8:22;11:21;17:13;21:24;24:24;28:9;29:23;31:12;32:2;42:20;63:5
today's (1)
11:24
TODNEM (38)
4:1,14;8:5;10:16;11:7;25:7;26:7;28:3;31:19,21;32:4,7;38:21;40:5;43:2;45:5,12,21;46:25;47:4,8,11,23;50:3,7,12;51:15;54:5,7;55:1;56:6,14;57:3;58:24;59:13,20;61:6;62:24
Todnem's (1)
9:17
told (4)
29:8;31:3,4;46:23
toll-free (1)
21:10
tonight (1)
58:4
took (3)
22:14;34:23;35:16
top (4)
12:21;20:5;27:22;41:23
touched (1)
57:16
tours (1)
58:16
toward (1)
18:13
tower (1)
55:18
town (1)
13:16
Township (4)
39:2,5;54:17,18
Townships (1)
26:22
tractor (1)
31:4
trade (1)
8:1
transcript (1)
5:4
transferring (1)
40:15
transmission (20)
8:25;11:24;12:16;18:14;28:14;30:14,21,22;34:17;38:12,15;39:17,20;48:18,21;49:13,17;53:6,18,22
trees (1)
46:19
troops (1)
58:17
trouble (1)
31:13
trucks (1)
27:6
truly (1)
42:25
Trumpeter (1)
49:20
TRUWE (7)
45:23,23;47:3,6,10;59:16,17
T-R-U-W-E (1)
45:24
try (4)
27:13;28:10;50:15;57:9
trying (3)
17:7;34:4;41:24
turbine (1)
38:9
turn (4)
8:3;11:15;21:8,21
turned (2)
35:17;37:6
turning (1)
57:8
two (13)
14:14,16;15:3,4;20:18,18;28:17;29:16;32:19;34:7;39:3;44:22;57:18
type (1)
58:21
typical (1)
12:22

U

ultimately (1)
17:23
uncle (1)
31:12
under (6)
7:14;28:16;49:1;51:9,10;52:2
underneath (3)
49:4;54:23;55:10
understood (2)
19:17;37:12
unfathomable (1)
33:19
unfortunate (2)
52:3,15
UNIDENTIFIED (3)
45:9,20,22
unique (3)
15:8,10;23:12
unit (1)
8:11
units (1)
15:20
universally (1)
53:16
unjust (1)
32:21
unless (1)
35:25
unresolved (1)
36:25
unwilling (1)
44:24
up (21)
14:16;17:6;21:15,17;24:1;25:2;30:10,17;35:8;40:19;41:9,17;42:14;43:4;51:1,9;55:4;57:25;58:18;60:4,4
up-front (1)
44:18
upgrades (1)
26:23
urge (1)
42:21
usage (1)
50:23
use (11)
5:3;21:4;33:24;34:5,10;48:17;49:9,10,11;50:17;60:19
used (8)
18:17;22:8,12;39:6;40:4,22;46:19;62:1
user-friendly (1)
21:3
using (5)
6:2;39:18;50:25;54:8;60:17
Utilities (9)
4:19;6:10;8:8,9,14;9:6;17:25;18:6;50:24
utility (6)
34:24;35:22;36:2;38:16;46:12;50:23

V

Vail (1)
39:1
value (3)
30:8,11;43:25
values (1)
51:9
various (1)
32:25
versus (1)
51:10
viable (1)
42:17
view (2)
33:22;34:1
vision (1)
41:12
voltage (4)
32:12;34:9;35:20;36:4
volts (1)
34:23
volume (1)
37:21
voluntary (3)
19:10,15,18
vote (1)
42:22

W

waited (1)
35:18
walk (1)
38:1
walked (2)
10:25;24:22
Wambeke (8)
31:24,25;32:5,5,8;40:6,7,7
W-A-M-B-E-K-E (2)
32:6;40:8
wants (4)
5:4;18:7;25:12;42:22
WARREN (4)
56:10,10,23;57:2
W-A-R-R-E-N (1)
56:11
watched (1)
58:4
water (1)
26:24
waterfowl (1)
39:11
watering (1)
57:17
Watershed (1)
34:1
way (13)
6:22;18:17,18;19:4;24:3;40:17;41:14;42:23;43:18;56:21;58:6,15,17
ways (4)
23:14;38:3;44:3;56:20
web (5)
23:16,17,18,19,22
website (4)
17:16;20:23,24,25
weighs (1)
9:10
welcome (3)
4:2;6:2;25:11
weren't (3)
52:12,16,19
What's (1)
50:6
wheel (1)
33:25
wherever (1)
38:5
whichever (1)
61:1
whistling (1)
36:23
whole (4)
14:2;46:20;52:1,5
width (2)
13:5,7
wildlife (1)
39:8
Williams (1)
52:9
willingly (1)
31:17
wind (5)
13:20;36:23;38:9;46:8;58:7
windmill (1)
53:7
windmills (1)
40:21
winds (1)
30:16
wires (1)
20:6
Wisconsin (1)
38:11
wishes (1)
33:10
within (12)
17:5;19:3;21:17;29:6,7;30:14;36:13;43:21,22;56:2,20,24
without (3)
7:9;38:7,8

wonderful (1)
35:13
words (1)
63:3
work (6)
19:17,23;21:25;
33:13;49:6;60:11
working (1)
61:19
World (1)
28:12
worth (1)
58:19
Wright (1)
4:5
writing (1)
6:22
written (6)
10:22;21:6,7;37:13;
63:9,12
wrong (1)
36:1
wrote (1)
57:22

X

Xcel (34)
4:21;7:23,23;8:22;
9:3,15;11:15,22;12:9;
13:6;15:15,22;16:13,
20;17:21;18:11,23;
20:22;30:3;35:6,11;
36:11;40:19;41:2,22;
42:22;44:17,19;47:9,
24;50:13;52:6,17;
55:5
Xcel's (3)
17:17;40:23;41:16

Y

yard (2)
30:25;42:14
year (4)
14:19;20:16,18;
36:20
years (5)
26:23;27:17;34:22,
24;39:15
Yellow (1)
4:6
Yep (1)
47:3
York (1)
42:3

1

1 (4)
7:22,23,23;14:24
1,000 (2)
13:2;28:16
10 (2)
30:7;40:21
100 (5)
27:17;41:5,8;42:17;
60:9
102 (1)
37:13
11 (1)
57:15
11:00 (1)
4:11
12 (10)
12:19;14:20;19:25;
27:1;34:23;38:25;
39:5,15,16;54:16
12:29 (1)
63:16
123 (1)
34:10
125 (1)
34:16
126 (1)
34:10
13 (3)
7:23;23:6,8
140 (1)
12:24
15 (3)
7:23;26:22;34:23
150 (3)
13:7;30:24;51:10
15-day (1)
11:9
15-minute (1)
59:15
16 (1)
26:22
160-acre (1)
57:12
170 (1)
13:11
175 (1)
8:24
180 (2)
8:25;17:8
185 (1)
13:11

2

2 (1)
14:24
20 (4)
7:24;20:2;27:5;
55:19
2002 (1)
28:13
2020 (1)
32:12
2022 (1)
13:23
2023 (2)
13:25,25
2024 (1)
4:10
2025 (3)
6:16;11:13;20:16
2026 (1)
20:17
2028 (1)
20:18
2040 (1)
52:9
207 (2)
59:19,20
212 (1)
40:4
216E (1)
7:4
23-2500-39782 (2)
4:8;63:14
24 (1)
21:17
25 (2)
22:15;63:9
25th (1)
10:23
2717 (1)
4:12

3

30 (3)
30:7;62:5,19
30-year (1)
29:12
345 (2)
8:25;12:15
35 (2)
37:18,19

4

4 (1)
22:24
4:30 (1)
63:10
40 (2)
38:14;62:5
45 (3)
30:10;37:20;38:11

5

5 (2)
4:11;23:5
50 (6)
30:14,16;37:14,15;
55:19;62:5
500 (1)
22:16

6

6 (5)
4:12;6:15;23:6,8;
39:1
60 (3)
20:2;27:6;29:18
63 (1)
15:25
660 (1)
29:9
6th (1)
16:19

7

700 (1)
28:16
75 (5)
13:7;56:21,24;57:1,
21
7850 (1)
7:5
7th (1)
4:10

8

8 (1)
45:14

9

9 (1)
45:13
90 (2)
44:21,22

Redwood Falls Public Hearing Transcript

PUBLIC HEARING - REDWOOD FALLS - 22-131 & 22-132

BEFORE THE OFFICE OF ADMINISTRATIVE HEARINGS

OF THE STATE OF MINNESOTA

FOR THE MINNESOTA PUBLIC UTILITIES COMMISSION

In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties in Minnesota

OAH DOCKET NO. 23-2500-39782
PUC DOCKET NO. E-002/TL-22-132

Redwood Area Community Center
Redwood Falls, Minnesota

Met, pursuant to Notice, at 6:00 in the evening on November 7, 2024.

BEFORE: Judge Suzanne Todnem

REPORTER: Janet Shaddix Elling, RPR

APPEARANCES:

HALEY WALLER PITTS and LISA AGRIMONTI, Attorneys at Law, Fredrikson and Byron, hwallerpitts@fredlaw.com, lagrimonti@fredlaw.com, appeared for and on behalf of the Applicant.

XCEL ENERGY: Matt Langan

EERA STAFF: Andrew Levi

PUC STAFF: Scott Ek

WHEREUPON, the following proceedings were duly had and entered of record, to wit:

I N D E X

SPEAKER	PAGE
Judge Todnem	4
Scott Ek	8
Matt Langan	11
Andrew Levi	20
Bob Van Hee	24
William Schwandt	36
Lisa Dallenbach	41
Jeff Potter	45
Jeane Dennistoun	48
Calvin Jensen	49
Randy Mages	50
Jim Doering	53
Miguel Cabran	55
Mark Hogan	57
Howard Hilbert	60
Candice Rebstocking-Korte	61
Todd Mertens	62
Chris Baker	65
Curt Trost	65

JUDGE TODNEM: Good evening.

I'd like to welcome you all to this public hearing In the Matter of the Route Permit Application for the Minnesota Energy Connection Project in Sherburne, Stearns, Kandiyohi, Wright, Meeker, Chippewa, Yellow Medicine, Renville, Redwood, and Lyon Counties in Minnesota.

This is OAH Docket Number 23-2500-39782 and PUC Docket Number E-002/TL-22-132.

Today is November 7th, 2024, and it is about 6:00 p.m. at the Redwood Area Community Center at 901 East Cook Street in Redwood Falls, Minnesota.

My name is Suzanne Todnem and I'm an Administrative Law Judge with the Office of Administrative Hearings. The Office of Administrative Hearings is an independent agency in state government. It is not a part of or affiliated with the Minnesota Public Utilities Commission, the Minnesota Department of Commerce, or the Applicant in this matter, Xcel Energy.

At this time I would like to point out that we do have a court reporter present. Ms. Shaddix's role is to record everything said as part of the record. Therefore, it's important that only one person speak at time, the talk loudly and

clearly, and you do not use gestures such as shaking your head.

If anyone wants to see a transcript, including the one here today, you may contact the Department of Commerce to make arrangements.

Today I will briefly describe my role and hear from the Commission and the Applicant and then the Department of Commerce staff.

Finally, and perhaps most importantly, we will have time for you, the public, to make comments or ask questions. If you would like to speak at this hearing, there was a box to make that indication on the register sheet at the doors where you entered, or can raise your hand when I open the floor. I will call the names of persons who marked the register sheets first.

This comment and question opportunity is for you to address me, the Administrative Law Judge, in your comments or questions and I will defer to the other presenters as appropriate for answers to the questions.

I understand others in attendance may want to show their support for speakers at the meeting and you are welcome to do so using ASL applause, which is raising your hands and shaking

them. I expect respectful behavior as this is a hearing and, again, we must be able to make a complete and accurate record.

As the Administrative Law Judge, I have been assigned to preside over this hearing to compile a record for the Public Utilities Commission to consider in making a final decision on the Applicant's request for a route permit and to prepare a report consisting of findings of fact, conclusions of law, and a recommendations on the route permit application. My report will be issued on or about February 6, 2025.

My role is to ensure that all relevant information is gathered fairly and that to the extent possible questions from members of the public are answered.

Because my review is limited to the record, the comments you make here or in writing are the only way to get them into the record, so I encourage you to comment in whatever form you are comfortable.

My report will address the route permit application, the certificate of need, and the Environmental Impact Statement based on criteria set forth in statute and rule. Those rules and laws can

be found in Minnesota Statutes Chapter 216E and Minnesota Rules Chapter 7850.

My report here is not a final decision. The purpose of my report is to summarize all the information presented in a neutral and fact-based manner without advocacy, and to give a recommendation as to whether the Applicant's request for a route permit should be granted by the Commission.

The Commission will take my report and recommendation under advisement and make its decision on the record, which includes input from the Applicant, the Department of Commerce, interested parties, and from citizens. The Commission will make a final decision on the route permit application at a separate meeting.

The parties have already filed some testimony and exhibits that have been received into the record at the first public hearing. I have received Exhibits PUC 1 through PUC 13; EERA 1 through EERA 13; and Xcel 1 through Xcel 20.

Copies of the prefiled testimony are available to the public through the eDocket system, with the exception of portions that contain trade secret information.

And, with that, I'll turn it over to the Commission.

MR. SCOTT EK: Thank you, Judge Todnem.

My name is Scott Ek, I am an Energy Facility Planner with the Minnesota Public Utilities Commission.

The Minnesota Public Utilities Commission manages the overall review process and is the government unit with the authority to issue certificates of need and route permits for large energy facilities.

The Public Utilities Commission consists of five commissioners appointed by the governor who will make the decision on the certificate of need and route permit for this project. The Commission regulates electricity, natural gas, and telephone service industries in Minnesota. The Commission's mission is ensuring safe, reliable, and sustainable utility services at just and reasonable rates.

So we're here tonight because Xcel Energy has applied to the Commission for a certificate of need and a route permit for a new approximately 175 to 180 mile 345 kilovolt double-circuit transmission line between Sherburne and Lyon Counties, also known as the Minnesota Energy Connection project.

So for a project of this size, the Public Utilities Commission, as I said, must issue a certificate of need, whether the project is needed, and then a route permit as to where the project would be located, and they must be issued before the project can be constructed.

In making the decision -- these decisions, the Commission weighs the relevant criteria in rule and statute, and the Commission reviews the whole record of this case, which includes and are not limited to some of these bigger items, which are public comments received during this process, the information provided by Xcel Energy in its applications, information in the Environmental Impact Statement that was prepared, testimony and, finally, the report of the Administrative Law Judge.

This next slide shows the current application review schedule. Back in January, we were here for the initial information and scoping meetings. That's when we took comments from folks to form the scope of the Environmental Impact Statement. And Andrew with the Department will be describing the EIS a little later in this process.

We're now at the point that we're at the

orange rows that are highlighted. We're at the point of the joint Draft EIS meetings and public hearings. And as Judge Todnem said, this is an opportunity in the process to ask questions about the project, provide additional information, identify concerns, and provide comments about information that was presented in the Draft Environmental Impact Statement.

So, in addition to these meetings, there's a written comment period that's open until November 25th to receive comments by letter, email, or online. The information on how to do that was on the table as you walked in. There will also be a slide up at the end of the presentation providing that information.

The steps after these meetings and hearings and written comment period include issuance of the Final EIS, which responds to comments received during this comment period and, as Judge Todnem, said she will be issuing her report in February. Then after a 15-day exception period on Judge Todnem's report, the Commission is anticipated to make a decision on the certificate of need and route permit sometime in March 2025.

So, with that, I'll turn it over to Matt

Langan with Xcel Energy to provide the details on the project.

Thank you.

MR. MATT LANGAN: Thank you, Scott. And thank you, Your Honor. Thank you to everyone for attending tonight's hearing.

My name is Matt Langan, I'm with Xcel Energy.

I'd like to provide a description of the project that's being proposed. I'd like to talk a little bit about how we develop our routes, and some of the important points in the state's review process where those routes can change. And then I also want to describe the time, you know, kind of the steps and things that happen after the Public Utilities Commission makes a routing decision. It's kind of a what comes next in terms of easement acquisition and construction.

And then I want to leave tonight, too, with providing project resources, avenues for you to be in touch with the project team, whether it's during the state's review, or even after that concludes and those next steps begin.

So we'll start with a project description.

The Minnesota Energy Connection Project is a 345 kilovolt transmission line, double-circuit transmission line project. It looks very similar to the photo that you see on the slide on the screen right now. There is a concrete foundation that is installed that is about seven to 12 feet in diameter. Atop that there's a COR-TEN self-weathering steel structure with conductors on both sides, again, similar to what you see in the photo on the screen. The span between those foundations or those structures is approximately 1,000 feet, so there are about five of these structures per mile. And then the right of way width that's required for us to construct and operate and maintain the line is 150 feet in width, and that means 75 feet on either side of the centerline.

The project, depending on the route that the Commission ultimately approves is going to be approximately 175 to 180 miles in length between project end points. Those project end points are, to the north, are Sherco's, existing Sherco's Substation by Becker, Minnesota in Sherburne County. And then the southern end point is in southern Lyon County, just north of the town of Garvin.

The purpose of the project is to replace retiring coal-fired generation with new renewable sources of energy, primarily wind and solar.

So, in terms of the routes that we have proposed, a little bit of background. We did submit, as Mr. Ek indicated, we did submit a route permit application last fall, the fall of 2023. Before we did that, though, we did a lot of outreach with communities throughout the project area. We held public open houses, actually at this facility, a couple of them, in the winter of 2023 and the spring or summer of 2023, to gain information about some routing, some potential route alternatives that we were examining. And communities throughout the project area, including this one, really did a great job in participating in those initial public open houses and we gained a lot of valuable feedback. And we used that feedback to develop the routes that we ultimately proposed in that application last fall. We named -- importantly, in the state of Minnesota, when we propose a line of this capacity and this length, we need to propose at least two routes between project end points. So that's what we did. We proposed a purple route and a blue route. And we named them that by design. We did

not want to make them Route 1 or Route 2, or Route A or Route B, we did not want to create the impression that at that time we had any preference amongst those two routes. When we design and propose two routes, no matter which one the Commission would approve, we need to know that the route that we can build and operate and maintain years and years into the future. So both viable routes and they were included in our route permit application.

That route permit application really starts off the state's review of the project. And a unique step for the state of Minnesota is, as part of that review, the state goes out and asks the public if there are routes other than what Xcel has proposed that the state ought to consider, because there could be routes out there that are less impactful than those that we proposed in the first place.

Once again, communities throughout the project area participated very well in that route alternative development process. And ultimately the state accepted 63 different route segment alternatives throughout the project area. If you were here before the presentation started, those routes are represented on these maps and on our

project website in a pink coloration, those were routes that were proposed either by the public or by, you know, local units of government or state agencies or federal agencies in an effort to reduce the impacts of the route that ultimately gets proposed by the Commission. And so that's one important part of the state's review process.

A next step in the state's review process, in this hearing process, is we as the applicant have to provide direct testimony. And during that direct testimony we at that stage of the process are asked if we as the Applicant have a preferred route.

And so Xcel has identified a preferred route based on all of the information gathered to date, including the 63 route alternatives that were proposed by the public. And that preferred route is -- we are terming the modified blue route.

So we start with we looked at our blue and purple routes and we, Xcel, on balance, think that the blue route is less impactful overall than the purple route. However, we also think that some of the route alternatives that were proposed by the public do a better job of reducing impacts in certain areas of the project along the blue route.

So we've incorporated six of those route alternatives proposed by our public to our blue route and therefore we have the modified blue route is what we are stating as our preference.

Again, the reason that we are preferring that route is we believe it's least impactful between project end points. Another important piece for everyone in attendance to know tonight is that doesn't mean that's the route that's going to be approved. Xcel Energy doesn't get to decide where the route goes, we can state our preference, but ultimately it's the Public Utilities Commission that gets to make that choice, and they are relying on your input to develop a full record so that they can decide which is the least impactful route between project end points.

I apologize that I did not advance the slide. That's the modified blue route. Excuse me.

And we do, I'll say one more thing as I keep that slide up, we do have on the maps, if you seen an orange hash mark, that denotes where the preferred, the modified blue route goes. And if you do go to our project website, we also have that route identified on the project website as well.

So speaking about some next steps after

the Commission would make their determination of which route is approved.

Our first step would be that we would enter into easement acquisition negotiations with individual landowners. We negotiate directly with each landowner, and the easement language that's developed in that negotiation is really specific to each property. It addresses not only, you know, where that transmission line would be placed on the property, but how that property would be accessed. Certainly, if there were any damages created during construction, we would be on the hook to reimburse the landowner to make sure that those were repaired or addressed or mitigated.

The easement itself provides Xcel Energy to build, operate, and maintain the infrastructure on that property. And then, importantly, you know, that is a perpetual easement on the property, but the landowner retains land ownership of the land within that easement area or within that right of way.

After easements are acquired, then the construction process would begin. That will typically start with environmental surveys and geotechnical investigations. We are asking for some

voluntary early access for some parcels so we can begin to gather that information. So if you received a letter and have any questions, we're happy to answer those afterwards, but again that's a voluntary situation so that we can gather information early. If you don't wish to grant access, that is just fine.

But after those few technical investigations and environmental surveys, then construction would begin and that would start with the installation of those concrete foundations. After the foundations are cured, then we erect the steel pole structures. Once the structures are placed, then we would string the conductor or the wires on both sides of the structures. And we can do that using either helicopters, if it's the right situation, or from land-based equipment. Then after the construction is complete and the line is energized, we would begin site restoration work at each property until the property is returned to the condition that it was prior to construction.

In terms of a timeline for those activities, we would expect, after a Commission decision in early 2025, that we would do easement negotiations throughout the rest of that year.

Construction activities would begin in 2026. They would last through late 2028, so about a two to two and a half year construction process is what we're anticipating.

And then in terms of the contact information I mentioned. Again, this is available not only while we're within the state review process, but then after that's done and as construction begins we have a project-specific website, which is mnenergyconnection.com. There I think you'll find a lot of very useful information, answers to frequently asked questions. We have an interactive project map that we think is pretty user friendly so you'll be able to zero in on your area of interest and be able to see what the alignment is, again, what that modified blue route is, and information on that website, so we encourage you to make use of that. If you want to speak with a project representative, we have a toll-free phone number for you to use, or a project-specific email, and both of those roll directly to the desks of the project team members that can answer your questions. What I'll say is that if somebody is not there to answer that phone call right when you make it, please leave a message, a good time to call, I think

we've been good of returning calls within 24 hours of receiving them, so that's our aim. But please do leave a message if somebody is not there to pick up right away.

With that, that's the description of the project, and I'll turn it over to Andrew with the Department.

MR. ANDREW LEVI: Hello. Thank you for coming today.

My name is Andrew and I work with the Minnesota Department of Commerce. The Department of Commerce, along with Barr Engineering, our consultant, prepared the Draft Environmental Impact Statement, or Draft EIS. The purpose of the Draft EIS is to describe potential impacts as well as potential mitigation measures associated with the project. It is not a decision-making document, but is used by decisionmakers so that they can understand potential impacts from the project.

The Draft EIS does not advocate for or against the project, but the information in the Draft EIS can be used to question and debate the project.

The Draft EIS took us most of the summer to prepare by a team of about 25 people. It is

about 500 pages long and is based on the Applicant's certificate of need and route permit applications. There are scoping comments, additional information provided by the Applicant, and our own analysis.

The Draft EIS discusses the proposed project and alternatives to it, including a no-action alternative. These alternatives to the project are discussed in Chapter 4. The Draft EIS also discusses potential impacts and mitigation measures associated with human settlement, public safety, land-based economies, including agriculture, archaeological, and historic resources and the natural environment. Chapter 5 discusses potential impacts and mitigation generally, while Chapter 6 through 13 talk about potential impacts based on a geographic region, with Chapter 6 being furthest south and Chapter 13 being furthest north.

I encourage you to read the entire document, but if you don't want to do that, I recommend reading the chapter or chapters that are unique to the geographic region where you live or are otherwise interested.

There are several ways to review the Draft EIS. Electronically it is available on the Public Utilities Commission and Department of

Commerce web pages. It is easier to view on the Department of Commerce web page due to uploading requirements where a page gets broken up into a bunch of pieces. There is additional project information on the Commerce web page as well, including an interactive map. These links are listed on the last slide, which will stay up for a while.

In addition, there are flash drives on the table where you walked in. They are in the little cardboard box so you can take the EIS home with you. Printed copies of the Draft EIS are available for review. They are on the table behind you in the back corner. You can also find the Draft EIS in ten public libraries throughout the project area. These libraries are listed in the notice. And the DEIS is also available at the Kimball Public Library.

In addition to whether a permit should be issued for the project, you can provide comments on the Draft EIS during this open comment period. We need your help to finalize the document. We believe the Draft EIS addresses those issues identified in the scoping decision, but please tell us if you think the Draft EIS is missing any information or

needs information clarified.

After the public comment period closes we will revise the Draft EIS based on your comments and issue a Final EIS in January. The Final EIS will respond to substantive comments on the Draft EIS. To comment on the Draft EIS, follow the instructions on the notice. It is also available on the table where you came in.

Just a quick reminder about commenting tonight. One speaker at a time so that Janet can get it. State and spell your name for the court reporter, and please limit your initial comments to five minutes so we can get through everyone, and if there is time at the end, we can loop back around for those who would like to speak again.

Thanks again for coming tonight.

JUDGE TODNEM: All right. Thank you for those presentations.

Now it's time for you members of the public to make your comments or ask your questions. I welcome and encourage you to comment.

The Commission is particularly interested in comments about whether they should issue a route permit and certificate of need for the proposed project. Comments on the Environmental Impact

Statement, such as what are the human and environmental impacts of the project and how the impacts can be addressed or mitigated. If the route permit is granted, which route alternative and line modifications should be selected, or what additional conditions or requirements should be included. Or, lastly, if there are any other project-related issues or concerns.

All right. So first I will call Bob Van Hee.

MR. BOB VAN HEE: Well, thank you for showing up.

JUDGE TODNEM: I would like to first remind you to please state and spell your name.

MR. BOB VAN HEE: B-O-B, V-A-N H-E-E.

JUDGE TODNEM: Thank you.

MR. BOB VAN HEE: All right. I would like thank everybody from the counties around for being here. You people are, just to me, should be making the decision and that hopefully will happen.

I have a few more questions and probably five minutes, but I'm used to talking too much anyway.

Number one I have is, when you're going through all this prework, I call it, is that all

paid for with the green reset program?

JUDGE TODNEM: Mr. Ek, can you provide an answer?

MR. SCOTT EK: Yes, Your Honor.

Scott Ek from the Public Utilities Commission.

No, all of this is paid through fees by the Applicant, for the permitting fees by the Applicant.

MR. BOB VAN HEE: That are by Xcel?

MR. SCOTT EK: Correct.

MR. BOB VAN HEE: So Xcel gets the money from who for the project? I mean, is it from the green reset from the federal government? That's what I'm asking.

MR. MATT LANGAN: Your Honor, we'll answer that question. Thank you.

JUDGE TODNEM: Okay.

MR. JOE SAMUEL: Good evening. Joe Samuel with Xcel, S-A-M-U-E-L.

So your question with regard to federal funding for the project. This project does not qualify for any federal funding. Any of the preplanning costs are Xcel costs and those costs for the project is recovered by Xcel ratepayers. So

the --

MR. BOB VAN HEE: Recovered from who?

MR. JOE SAMUEL: This project will be paid for by Xcel customers, through our ratepayers.

MR. BOB VAN HEE: So, in the meantime, Xcel is paying the bill?

MR. JOE SAMUEL: That is correct.

MR. BOB VAN HEE: So who pays for the project if it gets finalized and the transmission lines gets put up?

MR. JOE SAMUEL: The funding of the project, it is ratepayers. It is ratepayers that pays for the project, so including the construction costs of the project.

MR. BOB VAN HEE: So --

MR. JOE SAMUEL: Taxpayers are not paying.

MR. BOB VAN HEE: Well, the users are taxpayers.

MR. JOE SAMUEL: But it's not through taxes, it's being paid through rates.

MR. BOB VAN HEE: Okay. So that's all obviously disclosed prior to getting to that point?

MR. JOE SAMUEL: Correct. In the certificate of need it identifies the average cost

of a residential ratepayer. So if you were to review the certificate of need document, and I don't have a specific table in front of me, but it does identify for the proposed project the anticipated rate for a typical residential customer.

MR. BOB VAN HEE: So are those fixed or does Xcel --

MR. JOE SAMUEL: There will be some capital expenditures for the project, but on average it's about $2 a month for the ratepayers.

MR. BOB VAN HEE: Okay. Another question, because I don't want to stand up here all night either. I asked this before and I think I mentioned at the time that I had a hard time getting an answer.

Is everything, in terms of energy that's going through the transmission lines, renewable only?

And here's why I'm asking. And you probably heard this question from me before.

So we've got nuclear fusion energy being produced right now and it's coming, it started back in the 1950s in California and they've done some major purchases with it.

So what you're telling me by what I'm

reading is you're not going to allow any energy going through over, whatever you want to call it, those transmission lines that's produced by nuclear fusion.

And I wrote a letter to somebody, I don't remember who, but it was in your department.

JUDGE TODNEM: Mr. Langan.

MR. MATT LANGAN: Your Honor, that's correct. There is no nuclear fusion energy that will be generated and placed on this line, correct.

MR. BOB VAN HEE: Even though it very possibly could be cheaper than the solar and windmill energy?

MR. MATT LANGAN: Your Honor, I'm not aware of the prices. We're not proposing any nuclear fusion.

JUDGE TODNEM: Okay. Thank you.

MR. BOB VAN HEE: So that's it? I mean, the green reset is telling you that you can't put nuclear fusion over the lines, or is that Xcel's decision?

JUDGE TODNEM: Mr. Langan.

MR. MATT LANGAN: Yeah. So the direct answer to that, Your Honor, is that there -- first of all, we are not proposing that, and secondly,

there is a state ban on proposing any new nuclear facilities. So we are not, Xcel Energy is not proposing that nor are we proposing that for this line.

MR. BOB VAN HEE: What you're saying is you're going to allow renewables, right?

JUDGE TODNEM: I'm sorry, could you repeat your question?

MR. BOB VAN HEE: You are going to allow renewable source energy to go over the lines. Fusion is a lot cheaper.

In the meantime, the solar panels have deteriorated and windmills have went down, which they have in Germany where they're tearing them down right now. Who pays for that? And who puts the right kind of energy, nuclear fusion, over the lines?

I'm not trying to be hard on you. Farmers ask me, it's not just me.

JUDGE TODNEM: I understand, but in order for you to get answers, you kind of have to keep your question limited to a question. Because once you start asking multiple questions without giving an opportunity to answer it becomes very difficult to answer because we don't even know how to begin.

MR. BOB VAN HEE: I can capsule in a small few words.

Are you going to allow anything other than renewables on that line?

JUDGE TODNEM: I don't know if I understand that question.

But, Mr. Langan, if you can, go ahead.

MR. MATT LANGAN: Thank you, sir, for the question.

I think the best way I can answer that question is that Xcel Energy, as of today, does not have any plans for -- is not aware of any plans for nuclear fusion being developed as a place on this line. As of right now we do not have any plans.

MR. BOB VAN HEE: You have other transmission lines that allow only renewable energy on this or is this the only one?

JUDGE TODNEM: Okay. So for me, one of the points of nuclear fusion is when you say allow, that word is really confusing.

MR. BOB VAN HEE: The reason I'm saying that right now is it's being disallowed. So does Xcel have other transmission lines that allows anything other than renewable on them? You have energy produced by other sources that you're getting

rid of.

JUDGE TODNEM: Sure.

So Ms. Waller Pitts.

MS. HALEY WALLER PITTS: Thank you, Your Honor.

We have talked about the generation that is proposed to be moved on this line, to clarify.

JUDGE TODNEM: Thank you.

MR. RANDY FORDICE: Randy Fordice, F-O-R-D-I-C-E.

To clarify a couple things, the purpose of this line, as Matt noted, is renewable energy in Southwest Minnesota and to deliver it to the existing transmission grid connection at Sherco.

During a separate proceeding, called an integrated resource plan, we were required to file what energy we need to serve our customers. During one of those proposals, we proposed -- or during one of those plans we proposed to retire the Sherco plant and the Commission approved that for all of our coal plants.

And, also, during that same proceeding, they said we understand the idea of the Minnesota Energy Connection Project and they also asked us to start to develop another proceeding because there

was an identified need for about 800 or more, more than likely the need for 800 megawatts of what we call firm dispatchable energy be always available, always on. As part of that, we proposed natural gas plants, one of which would be located in Lyon County at the end of this project.

So there will be -- the vast majority of energy delivered on this line would be renewables, backed up by a natural gas plant. And then there are other resources, I think battery storage and some other resource types as well.

MR. BOB VAN HEE: Have you worked with nuclear fusion?

MR. RANDY FORDICE: Yes, I've worked at the nuclear department at Xcel Energy.

MR. BOB VAN HEE: I'm very concerned about this because when you see in other countries taking out their renewables and going back, so to speak, plus going to fusion or to, say, nuclear, I'm concerned. Because I don't know if these transmission lines are going to outlast the renewables. The renewables aren't going to be around in ten years. I mean, who's going to take care of the energy that's needed?

That's what Germany is going through, and

you probably know that, right? Do you know that?

MR. RANDY FORDICE: I think what I would say is integrated resource plans, that's the avenue of which the Commission requires that we have enough energy to serve our customers and that's our most important job. Including the renewable energy and two existing nuclear plants that will continue to run. The Monticello plant is going through the relicensing process through at least 2040, and the Prairie Island plant will run to 2054 and 2055. I may be off on those numbers.

MR. BOB VAN HEE: Does the Department have anything to say in what you do?

MR. RANDY FORDICE: I don't know the answer to that.

MR. BOB VAN HEE: You're regulated by somebody, right? I'm asking questions that other people have talked to me about.

MR. RANDY FORDICE: Yes, we are regulated from state and federal and the Nuclear Regulatory Commission.

MR. BOB VAN HEE: Okay. And they're saying you got to do renewables right now or is that Xcel's decision?

MR. RANDY FORDICE: I guess I can answer

from a policy standpoint. Minnesota has passed the carbon-free standard by 2040, and that's another reason we retired coal plants.

MR. BOB VAN HEE: I'll get out of your hair.

Ever heard of Black Rock?

MR. RANDY FORDICE: I've heard the name, I'm not familiar.

MR. BOB VAN HEE: Are they involved with this project at all?

MR. RANDY FORDICE: Not directly, to my knowledge.

MR. BOB VAN HEE: Because they're involved in the CO2 pipeline.

You know who they are, right?

JUDGE TODNEM: If you would ask your questions to me.

So your question is have any of the presenters heard of Black Rock?

MR. BOB VAN HEE: Yeah. And do they have involvement with this project.

Thank you.

JUDGE TODNEM: So I'm just kind of looking down the table and it appears that we are not aware.

MR. BOB VAN HEE: Okay. So you never heard of them or had a separate conversation when you're building this?

JUDGE TODNEM: You've asked your question and we've provided the answer, which is no.

MR. BOB VAN HEE: No what?

JUDGE TODNEM: We do not know Black Rock.

MR. BOB VAN HEE: Never heard of them?

JUDGE TODNEM: I have never heard of them.

So, Mr. Langan.

MR. MATT LANGAN: Your Honor, I feel like we should answer this question directly. I've heard of Black Rock because you have asked about Black Rock every time you've been in front of a microphone.

May I complete my answer? So I've heard of them because you bring them up every time you come to the microphone. We do not spend our day today knowing if Black Rock has anything to do with this project. This project is proposed by Xcel Energy.

And I feel as if, Your Honor, we are veering off course from what the purpose of this hearing is about.

MR. BOB VAN HEE: Why is that?

MR. MATT LANGAN: Thank you.

MR. BOB VAN HEE: Thank you.

JUDGE TODNEM: Thank you, Mr. Van Hee.

The next person I have, I can't read the first name, but the last name is Schwandt.

Again, I'll just remind you to please come up and state and spell your name.

MR. WILLIAM SCHWANDT: William Schwandt, and I sign it Wm. Schwandt, S-C-H-W-A-N-D-T.

Thank you for the opportunity to speak. I'm not old enough to have wisdom, but I do have experiences. I'm from the generation that had the best music, the hottest cars, and the shortest skirts, nine inches from the waste, 44 inches to the floor.

And why are we here? You've probably seen the power line across Renville County. And it goes straight and at the point they put the power line in, the people were disgusted and went to the legislature, and we need to have some input on this.

The next line that went through was from the Alexandria area to the Twin Cities. I'm not sure when it went through, and the person in charge of that was Charles Anderson, who lives a short two

miles down the road from where I grew up. And he was instrumental in getting that line through.

And that line they made zigzag, they had corners in it and went around places, went around objects, and people still didn't like it. They got it put up, but did not have happy people. But they got power, and those lines were like a windmill, an old, still windmill, galvanized, and you could hear that power going through those lines. You knew it was on because if it wasn't there wasn't humming. And it was off during the night, maybe to cut a corner someone took it down and we can find out about it later on.

We went to the legislature and it's a federal crime, you can get some jail time if you want to try that now. The power pole, if they happen to burn one or run into one from a road is $5,000 to replace, and liability insurance, it maybe helps you pay it.

So we are here today, we've got input from the public. Power companies make big poles. Big lines. And how big? Well, you could say seven to 12 feet. 12 footers corner post, 7 footers is a straight line post. If we take a 10-foot pole, how much material is that? That would be a hole 50 feet

deep, and I'm not sure how deep you make these holes. Is it 200 yards? 10 yard trucks, that's 20 trucks. You take 20 trucks out, you have to put 20 trucks of concrete back in.

And I'm familiar with the 245 line that goes through southern Redwood County. My son had property on there, a building site. And, yes, his house was underneath the right of way. Not totally, but -- not totally, but in the end it was sold. And what happens, that was a line that went to the middle of the section, we come close to things, where do you think the cement comes from, where do you think the dirt trucks come from? From a 10-ton road to the approach underneath the wire, two miles down, two miles back, and to get rid of the spoils and the cement in there. That's one of the things that happens on the scene.

I did make notes, but only I can read them.

And when it came to doing the right of ways, yes, they had a closed price, but then when you get your proposal negotiated, well, if you sign today we'll kick in an extra $5,000. Hmm. That's money, by the way, that you have to pay taxes on. Insurance companies and Xcel do pay lawyers 'cause

they know they're going to have to pay. Whether they pay a lawyer or whether they pay you, it don't make any difference. Chances are if you go to court or go to try and fight this, they might not have to pay.

There's a clause in there that you buy the whole piece of property. That is a good selling point, but Xcel doesn't want to own property and doesn't want to be a middleman and neither do other entities.

Why do we have renewable energy? Xcel, I think, had to get a permit to add more, add more fuel storage for the nuclear plant, and the legislature said we want to see some more solar and wind. Solar and wind is out southwest, so we have to get that power to the metropolitan area. And I said what for? You could have had hot air down in the Cities, but I know that won't happen.

We have nuclear ships and submarines in a smaller capacity, maybe that's what we need to look at, not having such huge plants, more plants spread around.

Ronald Reagan, and I don't remember what the other one is, it's a sub. The Reagan ship has 5,000 people on it and is 1,000 feet long.

And I did see on History Channel that there is technology to shut these -- to modify a nuclear power plant to shut it down without contamination of the ground. And we know Japan and Fukushima has a 50-foot wall to keep the water out, and it was 70 feet. Well, the pumps were in the basement when they flooded and they've got a huge cleanup. Some of the land that's contaminated has solar panels on it. Japan is probably ahead of us.

And for the most part, I think this power line is needed. They will go through. My dad built a house in '63, an all-electric house, electric heat and lights, and it was warm. I built the house 40 years later. And, yes, and I have electric pads and heat on it. And I do appreciate being able to flip a switch and go.

If getting some insight on why and how we're here, we have to do this. And there's a few other points, I've been thinking about this all day. Awe, I better make some notes, as you can see. But they're really not legible to somebody else.

Thank you for having the meetings and putting something forward. Everybody has got questions and if we all work together we'll get it

done.

JUDGE TODNEM: Thank you, Mr. Schwandt.

All right. Next I have Lisa Dallenbach.

If you can state and spell your name.

MS. LISA DALLENBACH: Good evening.

Lisa Dallenbach, D-A-L-L-E-N-B-A-C-H.

Thankfully you guys have spent the entire day down here with the rocks and power people, and that you guys still look pretty fresh compared to this morning.

Anyway, I only have one question for you, but I did want to say in defense of Bob Van Hee, that he can tell reports that Black Rock represents 9.1 percent of the company of Xcel. So I just want to defend him to let you guys know that they are part of Xcel.

The question that I have for you, since I was in Marshall this morning that come up, after I took home information of who are on your alternative segment along County Highway 4. Our Aunt and Uncle, Aunt Judy, Judy Dallenbach, is opposed to this project. They've already been contacted and have made their opinion known.

But after talking to them today after the first meeting that I attended, they would like to

know, and I've talked to Chris Rogers about this, what are the steps used in the process to proceed with eminent domain along the alternate route? Because many people that are along these routes are not going to just let it run over their land, we're going to need you to steal it legally.

So, therefore, I'd like something to share with the audience here tonight of the steps in the process. I pretty much have the answers myself after talking to Chris, but I feel I owe it to the public here in Redwood Falls and the people that are here tonight for the process to be laid out. Basically, what happens to allow you all to steal our land.

So other than that, the thing I want to say is I'm really kind of seriously having a hard time understanding why we wouldn't refurbish the coal plants to make them cleaner as a source of power.

Thank you.

JUDGE TODNEM: Thank you.

Does Xcel want to provide information on the eminent domain process?

MR. MATT LANGAN: Your Honor, we would. We'll call Chris Rogers up, please.

MR. CHRIS ROGERS: Good evening.

Chris Rogers, C-H-R-I-S, R-O-G-E-R-S.

And Lisa, we had a conversation and you basically want me to repeat the steps?

MS. LISA DALLENBACH: I think we owe it to everybody else.

MR. CHRIS ROGERS: Sure.

Okay. So if the route is chosen next spring over land -- or when the route is chosen, the landowners would be notified that that route is chosen and an easement would be needed over their property.

The first step in the process is to contact the landowners and let them know that. Agents will be sent to talk to the landowners and explain the easement, the dimensions of the easement, perhaps the impacts, and eventually they'll be getting an offer per acre on that easement.

We negotiate with the landowner, talk with the landowner, ask questions, get some additional information about where poles could move to reduce impacts. Again, negotiating with the landowner to purchase that easement.

If the landowner is not agreeable to

that, we continue to negotiate. If an appraisal is needed, we would do so, the power company would get an appraisal to justify their offer. And then if the landowner is still not agreeable to voluntarily sign an easement, we show them that appraisal and then make a final offer as part of the last step in negotiations.

If we're still not able to make an agreement, then condemnation proceedings would begin. And we file a petition in that county, we talked about Redwood County, Lisa. So they are entitled to get an appraisal on their property as well that can be used during the condemnation proceedings.

Once that final hearing is taking place in that county, Minnesota has a quick take law, and so basically the power company can get possession of that property within 91 days, even if the financial terms of that easement have not been worked out. After that, the judge would appoint some commissioners within the county to serve as a board, if you will, for condemnation hearings. So the landowner and the public utility would probably both have attorneys at that point, and the commissioners would hear both cases, look at both appraisals, and

eventually order an award for that easement.

Did I miss anything?

MS. LISA DALLENBACH: There's the buy the land option, but I think we kind of addressed that.

MR. CHRIS ROGERS: Sure. Okay.

JUDGE TODNEM: All right. Thank you.

Next I have Jeff Potter.

MR. JEFF POTTER: Jeff Potter, J-E-F-F, P-O-T-T-E-R. Just like Harry.

I proposed a new route. There is four places right by our place, that 310th Street, they want to put a post right -- at first right on my front lawn that would be 200 feet from my front door. Now it's going to go across the road, so every morning I'd wake up, eat breakfast, and I'm looking out at this post out there. If they would just go another half mile north, they could bypass that. And all the places I have livestock.

I work there, I live there, this is our home. This isn't a home like down in the Cities where if I don't like it I'll just sell it and move someplace else. We cannot do that, we have to live there.

These lines make a humming noise. The CapX, I work underneath that once in a while helping

a neighbor. And you get out of the tractor and you can hear the humming from that. These are bigger, we're going to be hearing humming all the time and I can't do that. 24/7 we live there. This is our life. If you go half a mile you bypass all of that stuff. It's already on the pink one, but what they had up there, it wasn't shown up there.

Originally we told them we do not want the line at all. But there is ways around it that would work out. We just -- we can't have it.

600 feet from your house, would you guys like a big line like this that's 600 feet near your front door? We don't think so. We don't either.

Just like I said, this is where we live, this is where we work. We can't just pick up and move, we can't just take the building someplace else. This is what we built all of our lifetime and we cannot do it.

Thank you.

JUDGE TODNEM: Mr. Potter, actually, would you mind, you mentioned that there is an alternate route. I just want to make sure I'm understanding. Would the proposed alternate route be that half mile north that you would like?

MR. JEFF POTTER: Yes. Back in the

spring when I did the online comment down to Andrew, he said he himself, I got the email, said that that's what he showed and he had it written out and, yes, it's over there in pink on the route.

JUDGE TODNEM: Okay. So I'm just going to ask, then, if somebody could -- do you know what number the alternate route is? Because, if not, maybe you could find the number with one of the staff here and then let me know. Because that's going to be more helpful to me if I know specifically which alternate segment you're referring to.

Oh, sorry. I wasn't paying attention. 213.

UNIDENTIFIED: Yes, looking at the map.

MR. JEFF POTTER: Like I said, we do not want the line at all, but work with us and go around our houses so we don't have to live with this stuff. There's ways around it and it can happen.

JUDGE TODNEM: Okay. Thank you very much.

All right. I do not have any other people on the sheets.

So I see someone with their hand up back there. If you could please come forward and state

and spell your name.

MS. JEANE DENNISTOUN: My name is Jeane Dennistoun, J-E-A-N-E, D-E-N-N-I-S-T-0-U-N.

When you were talking about eminent domain and you go through that process to get that land, does the owner still own that land or does that then belong to you?

MR. MATT LANGAN: Thank you, Your Honor. We'll answer that question.

We'll call Chris up for that. Thank you.

MR. CHRIS ROGERS: Thank you for the question.

It's Chris Rogers again, Xcel.

Xcel will need to purchase an easement in the land, not fee value, so you would still own the land, we would just have an easement.

MS. JEANE DENNISTOUN: What I'm familiar with the eminent domain, though, is they do that and then they build a big building or whatever. I'm not saying you're going to build a big building, but then that land is no longer yours when they do eminent domain to build something for the city or whatever.

MR. CHRIS ROGERS: Correct. So eminent domain can be used to take property in fee for this

case, it's not for easement rights. But you would still retain the ownership.

MS. JEANE DENNISTOUN: And you would still have to pay for it?

MR. CHRIS ROGERS: You would be paid for easement rights, yes.

MS. JEANE DENNISTOUN: Okay. That's what I want to know. Thank you.

JUDGE TODNEM: Thank you.

I see a hand up back here in the far back.

MR. CALVIN JENSEN: My name is Calvin Jensen, C-A-L-V-I-N, J-E-N-S-E-N, and I will be very brief.

Yours is not an easy task. You have to sit through several of these meetings to try to convince a group of independent businessmen involved in ag production that they may have to farm around an electrical energy tower so that the southern county, metropolitan area, can get electrical energy.

So having said that, my point is if you haven't been contacted by the FAA, or if you haven't contacted the FAA, the VOR slides three and a half to four miles southwest of the Redwood Falls

Airport. That is the glide path for the instrument-rated airplanes.

A few years ago, several years ago, I wanted to build a windmill and the FAA denied my request. So I'd like to have you know that.

JUDGE TODNEM: All right. Thank you.

I do want to make a quick point of clarification. That the purpose of these meetings is for me and ultimately the Commission to gather comments and address questions. This isn't about persuasion, it's really about fact-gathering and record building. But thank you for that comment.

All right. So over here, this man next, and then I'll be moving to the other side of the room.

MR. RANDY MAGES: Thank you, Your Honor.

Randy Mages, R-A-N-D-Y, M-A-G-E-S.

I'm getting a lot about the transmission line. Is it the transmission line or is it -- is it a line for energy to be put onto?

JUDGE TODNEM: Mr. Langan.

MR. MATT LANGAN: Thank you, Your Honor.

Yes, so it is a transmission line for energy to be placed on.

MR. RANDY MAGES: Okay. So you're going

to shut down Becker, the coal-fired plants. How many solar panels does it take to replace this plant in Becker?

MR. MATT LANGAN: Your Honor, I'm just going to make a clarification.

First, I wouldn't know the answer to that specific question. But to be clear, there is going to be primarily wind energy placed onto this line with some solar. And the overall answer is approximately 2,000 megawatts worth of energy.

MR. RANDY MAGES: Okay. So basically what I was told at one time to just one of the coal-fired generators that you have at Becker, in order to put up enough solar panels it would be about 4,000 acres. Can someone correct that?

MR. MATT LANGAN: Your Honor, and I don't mean to not be helpful, but I don't know that equation.

MR. RANDY MAGES: I'm just saying we're talking about an energy line, but we're also talking a giant and everybody is going to feed into that. So basically I'm getting to the point of environmental impact, or whatever it is. Basically, if you're putting out that many solar panels, or it is, 10,000, 5,000 solar panels, basically it would

wipe out a couple of towns in Redwood County. Because nobody could live there, it's just going to be a giant solar panel, a collection agency.

I'm just kind of curious, is that part of the impact, you know, as far as what they are doing, they're not worried about that at that point?

JUDGE TODNEM: I'm going to check in with the Department of Commerce.

MR. ANDREW LEVI: I'm sorry, can you repeat the question?

MR. RANDY MAGES: What is the -- I'm talking about impact, as far as the environmental impact. You're going to displace maybe 5,000 people out here? Because there won't be anything for anybody to do, basically. I mean, it's going to be half fee ownership, somebody 300 miles away is going to own this farmland. There is nothing about a farm and a solar farm.

MR. ANDREW LEVI: The EIS, the Draft EIS environmental review for this project focuses on this project. And the cumulative impact section talks about the fact that there will be more wind and solar projects because of this project, because of the transmission line project. But at this point there's nothing for us to really review because

there aren't any other proposed projects out there that would connect to this line.

So we mentioned that, yes, this is going to happen, but that is essentially what we say. I don't know what will be proposed or anything. So all we can really do is to say, yeah, if this gets built, this other stuff is likely going to come, and that's what we say.

MR. RANDY MAGES: So, basically, there's no real effort as far as doomsday, you know, we're going to displace this many people, whatever. And then they talk about the environmental impact.

Every time I've seen one of these solar farms, they put a fence around it so the deer and the animals can't play in there anyway, so basically the DNR is jumping up and down for taking away all this land for these animals and stuff, too.

So I'm trying to state my point. Thank you for your time.

JUDGE TODNEM: Thank you.

All right. We'll start with the blue shirt here.

MR. JIM DOERING: Thank you, Your Honor.

My name is Jim, or James Doering, J-I-M, D-O-E-R-I-N-G.

I'm with the city of River Falls. I have a couple of points I have questions on.

One is the proposed blue route is coming through and it's going to bisect two of our wellhead protection areas. I'm trying to see if that has been taken into account in the EIS.

One of the wellhead protection areas is our drinking water supply is around two, so a 60-foot base for a 60-foot foundation would be in that and impact that area for recharge, so I wanted to see if that has been considered in this route process.

MR. ANDREW LEVI: I'm looking. Sorry, I don't remember the whole document off the top of my head.

MR. JIM DOERING: No, that's just fine.

And the path for the wellhead protection area is on the Minnesota Department of Health website. Just who will have the protection areas and --

MR. ANDREW LEVI: The EIS mentions -- it does talk about wellhead protection areas in Redwood Falls west and Redwood Falls east, that are listed in the EIS. Yeah, they're there.

MR. JIM DOERING: All right. And the

other thing is is the gentleman mentioned before of switching from a wellhead protection area, I'm going to be going back and looking at the EIS to see what impacts or what comments that they have on the depth of the foundations for these poles.

The transitioning to the River Falls Municipal Airport, the DNR would have a 101 setback, 20,000 feet from route line 30, which requires the FAA review on the OEAA site notification criteria, 7460-1. That's 14 CFR part 77.9.

And those were used -- I know you're trying to pick which line and you prefer the blue line, but cart/horse and chicken/egg, those need to be done, so you have to know -- well, they usually just issue a low or no conflict for that.

That's it. Thank you.

JUDGE TODNEM: Thank you very much.

All right. Over here on the edge.

MR. MIGUEL CABRAN: Miguel Cabran, M-I-G-U-E-L, C-A-B-R-A-N.

I live in the Mississippi River and the section is called (indiscernible) and that's where they want to go right across the front of the property where I look at birds in the morning when I drink coffee and that's where they want to put the

blue line. Also, we have a fireplace and have a good time with the family down the river and turn to see the river people float down the river, hunt on the river, and all kinds of activities.

And now this power line, I don't know how many houses or feet are going to be along that section, and it's going to disrupt the natural ecosystem.

So, also, the transmission towers will have a negative effect, then, and reduce the property value. Because people, also for resale, on the shortest land, are in the presence of transmission lines and can fear potential buyers.

So, also, the cost benefit of the high power transmission lines are expensive and cause (inaudible) to the cost to the ratepayers and the community and might outweigh the benefits, especially if the project will lead to increasing rates on the power consumption.

So I don't understand why, when Xcel decides to shut down in Becker before they have a problem, why they didn't look at replacing Becker with gas-generated power plants instead of building a huge transmission line and disrupting landscapes, farms, homeowners, a whole ecosystem.

So I think we need more reliable power than solar and wind because the future is coming and alternate technology, it's not like electrical power.

Thank you.

JUDGE TODNEM: Thank you.

All right. Yes, sir.

MR. MARK HOGAN: Good evening.

Mark Hogan, M-A-R-K, H-O-G-A-N.

And we're one of the landowners on the blue line that the project will be crossing through on the Minnesota River Valley. And Chris was very helpful, so thank you for the conversation we had earlier.

At the first round of meetings you had which was back in February or March, I submitted some comments then about, again, when you ask about uniqueness of our property, what's going on there. And we made a recommendation or at least made the comment that the line is going to be within 300 feet of our residence, ours, and our neighbor's within 200 feet. We didn't put a comment in like where do we put the line because we didn't know there was alternatives.

We're not happy with the line going

through. Just like Mr. Potter, it's going to be every day you look out the window and see this big pole sitting there and we're not happy about that.

The other part about it is when you're talking with Chris, it's obvious that some of your information is missing in some of your analyses. Like easements and wetland information, and you've gotta go find that out right now, but you've already set the course of where you want the line and where the line is going to be.

And we remember the old easements in '92 stuff, that there are no disturbances in easements, so they don't allow that. And this may have been overridden by state law, but it is a concern for us because we as landowners took the easement.

We have controls, like on the farm you have subdivision control, that kind of stuff and things, but you can't control like power lines, pipelines, and such. That's the only reason we took the conservation easement, was to protect those valuable resources.

So you're trying to cross the river right now, it's a 5,000-foot active floodplain. It's probably one of the widest places you could put up the line. If you move up river it's down a fourth

that you have to cross. Right now it's all wild land and if you put a road through it, a power line through it, you're going to ruin the idea of a wildlife area.

So my concern about it is that you've gone down the state and spent a lot of effort on where you're going to put the line. And I know it's preferred now, but what ultimately ends up being the line. But my estimation is you should have been looking at, okay, what are the resources you've got that you're affecting. All these things you haven't looked at yet and you've already made a decision. This is putting the cart before the horse.

You may have looked at -- like I went online and looked at the eDocket site, and I sat there and was downloading things, so you may have put stuff in there, but I didn't see it. And so I just think my comment here is that I think there still needs to be some field investigation because I think there's better sites out there for this to be put into for Xcel's purpose, but for mine, it's just what do I do with this line that's 300 feet from our house.

JUDGE TODNEM: Okay. Thank you very much.

MR. MARK HOGAN: Thank you.

JUDGE TODNEM: All right. Are there any other questions or comments?

Yes, sir.

MR. HOWARD HILBERT: I'm Howard Hilbert, I live in southern Minnesota.

JUDGE TODNEM: If you can state and spell your name.

MR. HOWARD HILBERT: Howard Hilbert, H-I-L-B-E-R-T.

JUDGE TODNEM: Thank you.

MR. HOWARD HILBERT: The weirdest thing happened. I was reading my phone and the funniest thing ever, but I seen the article where the Chinese are using nuclear energy, that's a waste. And zero waste when they burn it. And that's what they're making their electricity with. And they've got plants built in all the towns. They don't have a bunch of power lines running all over. Which would save everybody a ton of money. Anybody ever, on their phone, run across that? Because I saw it.

JUDGE TODNEM: I don't know if anyone wants to answer.

MR. HOWARD HILBERT: So I would like Mr. Walz, the governor, he's been over there many

times, so maybe he should be contacted, get ahold of him, and find out if he knows something. I would sure like to know.

JUDGE TODNEM: Okay. All right. Thank you.

All right. In the way back.

MS. CANDICE REBSTOCKING-KORTE: Candice Rebstocking-Korte. C-A-N-D-I-C-E, R-E-B-S-T-O-C-K-I-N-G, hyphen, K-O-R-T-E.

I am stating that we don't want this. We did look up the route they were trying to think of that Potter brought up, it's 213, for that half mile.

So I want to say, how many feet are mandated we be away from my house with this route?

JUDGE TODNEM: Mr. Langan.

MR. MATT LANGAN: Your Honor, we'll answer that question.

So the route was designed so that no homes were within the right of way. And that right of way is 150 feet, so that's 75 feet on either side of the centerline. So the minimum distance would be 75 feet. That's the answer to your question. Most homes are much further away than that.

MS. CANDICE REBSTOCKING-KORTE: Our home

is very close to the road. So, sorry, I think you need to take a different route. I have four small children and I live on 110th.

That's it.

JUDGE TODNEM: Thank you.

All right. Yes, sir.

MR. TODD MERTENS: Todd Mertens, T-O-D-D, M-E-R-T-E-N-S.

I live on the same road, 310th Street. Jeff Potter is my neighbor. There's seven houses right along that road. We live very close to that road. I'm 165 feet where you guys are proposing to put this line. And Candy is even closer yet. She's probably, you know, 100, 120, and Jeff Potter, he's close. But there's seven houses on there.

What is the, you know, lifespan of these poles? Are we going to look at these poles for generations? My lifetime, for sure? My kids' lifetime? Their kids' lifetime? That we gotta look at these poles and listen to the hum of these power lines.

You know, you guys go around wetlands, you guys go around parkland, federal ground, reservations. Where is the humanity of going around people's houses that are that close to the road or

that close to these lines? Where is the humanity in that you're worried about wildlife? What about ruining our lives.

I spent my whole life in Redwood County. I'm 51 years old. I'm a farmer, I own land, I rent land. So I'm in favor of moving this line a half mile to the north or a half mile to the south. But I'm still getting targeted if we do go take this route where it's going through seven parcels of my property, seven parcels that I gotta go around these poles for the rest of my life. That's not fair. I shouldn't be targeted like that.

So we go around my house and I'm still getting targeted, I still have to farm around these poles. Where is the humanity in this? I don't understand it. And what you're proposing is, you know, I'm all for windmill and solar power, but I'm not for all of it 'cause it ain't going to work.

Look at Texas, Arizona, California. What do they have? They have rolling blackouts. It's going to happen. And what's going to happen as soon as we have rolling blackouts? What's going to happen in rural America?

We're all going to have backup generators. What do we all do when we put in backup

generators, we're putting more carbon right back into the atmosphere.

Look at our tractors, all our tractors years ago, I've been partner of them for 33 years, and ten years ago we had tractors where you bring them into the shop and you had to have the fan on first and we started tier one, tier two, tier three and now tier four engines. You can let them run in the shop, it's clean. Why can't we put scrubbers on these coal-fired plants and help emissions that way? The solar and wind is not the answer.

Why can't we put scrubbers on these stacks and control emissions off of that like we do the tractors all over the country. It's the same concept.

But we're going the wrong way with this and our kids, our grandkids are going to have to look at these poles and nobody is going to want to live out here no more. Nobody is going to want to live here.

Thank you.

(Applause.)

JUDGE TODNEM: Again, withhold your applause except your ASL applause. If you're going to insist on applauding, I will ask you to leave.

Are there any other questions or comments at this time?

Any questions or comments?

Yes, sir.

MR. CHRIS BAKER: Chris Baker, C-H-R-I-S, B-A-K-E-R.

So I just want to get this straight. So this is for generating solar and windmill power to send to the defunct Sherco plant and then to go where, to the Cities? So every time we look at these towers we're going to be reminded that this power is going to people that think very little of us out in rocks and cows country.

Thank you.

JUDGE TODNEM: All right. I will take that as a comment more than a question, or are you looking for an answer to something?

MR. CHRIS BAKER: Nope, just a comment.

JUDGE TODNEM: All right. I saw another hand in the back there.

MR. CURT TROST: Hello. Curt Trost, C-U-R-T, T-R-O-S-T.

I have a question for Xcel.

JUDGE TODNEM: I'm still going to ask you to direct it to me, though.

MR. CURT TROST: All right. So if Xcel had their way of producing the cheapest, most economical way of producing electricity, would they use wind and solar in Southwest Minnesota?

JUDGE TODNEM: Is that something Xcel can answer?

MR. CURT TROST: Is this a state mandate that you have to do this or is this something that you choose to do?

MR. MATT LANGAN: Thank you for clarifying, sir.

And there are actually two answers to that. One is in 2018 our company came out and said that we wanted to move towards more renewable generation and made that commitment within our service territory in the states that we operate in. Then in 2023, I believe it was, the state legislature passed a Carbon-Free Energy Generation law in the state of Minnesota by the year 2040. So I think our answer is twofold, it was a company initiative and there's also government policy that guides us in this process.

MR. CURT TROST: This is obviously for Xcel, also, and I'll direct it to you.

So which is more efficient, solar or

wind?

MR. MATT LANGAN: Your Honor, we'll answer that question.

MR. JASON STANDING: Jason Standing, Xcel Energy. J-A-S-O-N, S-T-A-N-D-I-N-G.

When you look at the megawatts per hour for each one, solar, wind, wind probably does better than solar does.

MR. CURT TROST: So that the wind doesn't always blow, the sun doesn't always shine, so shutting down a coal-fired power plant for redundancy built in the system, where is that done and where is it coming from?

MR. JASON STANDNG: And Randy had previously stated this as well, that there was an 800 megawatts of dispatchable, firm dispatchable, and that was pulled out in a separate process. So it is yet to be determined, but that is hard to deal with when the wind and solar isn't working either.

MR. CURT TROST: Does that mean gas-fired or coal?

MR. JASON STANDNG: Probably not coal. Probably not nuclear, as we have a moratorium in the state.

MR. CURT TROST: Okay. So is the

efficiency of wind so much greater than solar than if you replaced the coal-fired with solar, but if you located closer to the Twin Cities instead of building this transmission line that is strictly -- basically, I shouldn't say strictly, but basically for wind you would save that cost and would that offset?

MR. JASON STANDNG: Let me see if I can answer.

Moving the wind closer --

MR. CURT TROST: Not the wind closer. I understand the wind blows more out in Southwest Minnesota than other places. It doesn't blow that much in the Cities.

I'm saying that if you -- if instead of building wind turbines in Southwest Minnesota with this massive power transmission line going to Becker, if you would just locate solar panels closer to the Twin Cities. Locate closer to where it's needed. Would that offset that cost?

MR. JASON STANDING: I will say that most solar, it's already in and around, the Sherco plant still has some undecided amount and we don't know where it's going to go. Most of the wind, the good wind resources is down here in Southwest Minnesota,

so the bulk of the generation mainly from here will more than likely be wind. It could be solar, but that's a separate RFP process when we actually go to put out the request.

MR. CURT TROST: I understand. I've been to Becker, I've seen the solar panels. But there's all kinds of ways to locate solar panels right at the Twin Cities, right outside the Twin Cities where there is thousands of acres.

MR. JASON STANDNG: It's part of our RFP process we put out there and who is going to bid. This is all run by the state. So we try to work with, you know, landowners, the whole thing, it's just that, you know, we can't necessarily dictate where it goes.

MR. CURT TROST: Why are you here?

MR. JASON STANDNG: We're bringing the line down here because, again, the wind resources are typically located down here. So what wind resources and where they're located, yes, they're going to come to this line, but we don't know --

MR. CURT TROST: What I'm asking is couldn't you offset the wind out here with solar panels closer to where you need them?

MS. HALEY WALLER PITTS: Your Honor, I

think that question belongs in an integrated resource planning process, and if you'd like to provide an answer about our RFP process we could have someone else come up and answer that.

JUDGE TODNEM: Yes, I think that would be helpful.

MR. RANDY FORDICE: I think we're talking again about the integrated resource planning process and that kind of covers several issues. And most basic it is for us to identify how much energy we need and what type and kind over the five- and 15-year look that the Commission reviews.

As it pertains to the differences in wind versus solar, almost in the types of resources that we use as we're retiring coal plants, it is what we would consider all of the above strategy we've got in order to meet our customers' needs for reliability and affordability and the carbon-free standard.

So our current plan is to continue operating our nuclear plants, as I mentioned, invest in wind and solar, and you also noted that most additions went in this region in Southwest Minnesota, and then to back that up with what we would consider strategic natural gas placed in areas

where we can back up the renewable energy.

To more directly answer some of your questions, I don't believe we would be able to offset building the amount of wind energy with the number of solar panels because of the capacity factor and the fact that wind generates more electricity more often than solar panels would.

As Matt said earlier, I think the bulk of the energy that would be connected to the line would be for wind with additional solar. Those specific resources are identified throughout a request for a proposal. And it's kind of separate, the energy supply part side of the company, not the transmission side that Matt and I work on. So to put it out publicly, it's reviewed somewhat blindly so we see the types of projects without knowing who the developers are and then select them on the size and type and timing of the projects that are proposed to us.

MR. CURT TROST: One other question. How much line loss is there in 174 miles, and what is it, 345 kV?

MR. JASON STANDNG: Jason again. It's about 10 percent.

MR. CURT TROST: 10 percent from point A

to point B in Becker.

MR. JASON STANDNG: Yes.

MR. CURT TROST: So solar panels closer to the Twin Cities could be 90 percent less efficient and still be equal and you would save the cost of the transmission line?

MR. JASON STANDNG: As Randy just stated, solar panels and wind are not necessarily treated the same. They have different capacity factors. So a solar panel doesn't necessarily offset a wind turbine, that's not the way we look at it.

MR. CURT TROST: My guess is, just a hunch, that you'd have a lot less people complaining out here in Southwest Minnesota than if you put it, say, located solar farms in Edina. So that's why they're being located here.

Thank you.

JUDGE TODNEM: Thank you.

All right. I am going to need to take a break, but I just want to gauge if there are other people who would like to make a comment or ask a question. If so, I'm going to ask you stick around for about 15 more minutes.

Are there any other questions or comments? Last call for questions or comments?

All right. Seeing none, I just have a few closing remarks then.

All right. First, I want to thank you all for showing up tonight and participating and asking your questions and providing your comments. They really are appreciated by me and the Commission as it helps us create a record and it will help guide the Commission in making their decision.

I want to remind everyone that the comment deadline is 4:30 p.m. on November 25th, 2024. All comments will be considered, regardless of the form in which they are received.

If you do submit a written comment, please include the PUC docket number, which is E-002/TL-22-132, and the OAH Docket Number is 23-2500-39782.

Thanks again for coming out tonight. We are adjourned.

(Proceeding concluded at 6:43 p.m.)

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

REPORTER'S CERTIFICATE

I, Janet Shaddix Elling, do hereby certify that the above and foregoing transcript, consisting of the preceding 73 pages is a correct transcript of my stenographic notes, and is a full, true and complete transcript of the proceedings to the best of my ability.

Dated November 28, 2024.

/s/Janet Shaddix Elling
JANET SHADDIX ELLING
Registered Professional Reporter

$

$2 (1)
27:10
$5,000 (2)
37:18;38:23

A

able (6)
6:2;19:14,15;40:16;
44:8;71:3
above (1)
70:16
accepted (1)
14:22
access (2)
18:1,7
accessed (1)
17:10
account (1)
54:6
accurate (1)
6:3
acquired (1)
17:22
acquisition (2)
11:18;17:4
acre (1)
43:18
acres (2)
51:15;69:9
across (4)
36:18;45:14;55:23;
60:21
active (1)
58:23
activities (3)
18:23;19:1;56:4
actually (4)
13:10;46:20;66:12;
69:3
add (2)
39:12,12
addition (3)
10:9;22:9,19
additional (6)
10:5;21:3;22:4;
24:5;43:22;71:10
additions (1)
70:23
address (3)
5:18;6:22;50:10
addressed (3)
17:14;24:3;45:4
addresses (2)
17:8;22:23
adjourned (1)
73:18
Administrative (6)
4:14,15,16;5:18;
6:4;9:17
advance (1)
16:17
advisement (1)
7:11
advocacy (1)
7:6
advocate (1)
20:20
affecting (1)
59:11
affiliated (1)
4:17
affordability (1)
70:18
afterwards (1)
18:4
ag (1)
49:18
again (18)
6:2;12:9;14:19;
16:5;18:4;19:6,16;
23:15,16;36:7;43:23;
48:13;57:17;64:23;
69:18;70:8;71:23;
73:17
against (1)
20:21
agencies (2)
15:4,4
agency (2)
4:16;52:3
Agents (1)
43:15
ago (4)
50:3,3;64:4,5
agreeable (2)
43:25;44:4
agreement (1)
44:9
agriculture (1)
21:11
ahead (2)
30:7;40:9
ahold (1)
61:1
aim (1)
20:2
ain't (1)
63:18
air (1)
39:17
airplanes (1)
50:2
Airport (2)
50:1;55:7
Alexandria (1)
36:23
alignment (1)
19:15
all-electric (1)
40:13
allow (8)
28:1;29:6,9;30:3,
16,19;42:13;58:13
allows (1)
30:23
almost (1)
70:14
along (7)
15:25;20:12;41:20;
42:3,4;56:6;62:11
alternate (6)
42:3;46:22,23;47:7,
11;57:3
alternative (4)
14:21;21:7;24:4;
41:19
alternatives (8)
13:13;14:23;15:16,
23;16:2;21:6,7;57:24
always (4)
32:3,4;67:10,10
America (1)
63:23
amongst (1)
14:3
amount (2)
68:23;71:4
analyses (1)
58:6
analysis (1)
21:4
Anderson (1)
36:25
Andrew (9)
9:23;20:6,8,10;
47:1;52:9,19;54:13,
21
animals (2)
53:15,17
answered (1)
6:16
anticipated (2)
10:22;27:4
anticipating (1)
19:4
apologize (1)
16:17
appears (1)
34:24
applauding (1)
64:25
applause (4)
5:25;64:22,24,24
Applicant (8)
4:19;5:7;7:13;
15:10,12;21:4;25:8,9
Applicant's (3)
6:8;7:7;21:1
Application (9)
4:4;6:11,23;7:16;
9:19;13:7,19;14:9,10
applications (2)
9:14;21:2
applied (1)
8:21
appoint (1)
44:20
appointed (1)
8:13
appraisal (4)
44:1,3,5,12
appraisals (1)
44:25
appreciate (1)
40:16
appreciated (1)
73:6
approach (1)
38:14
appropriate (1)
5:20
approve (1)
14:6
approved (3)
16:10;17:2;31:20
approves (1)
12:19
approximately (4)
8:22;12:11,20;
51:10
archaeological (1)
21:12
Area (15)
4:11;13:9,15;14:20,
23;17:20;19:14;
22:16;36:23;39:16;
49:20;54:10,18;55:2;
59:4
areas (6)
15:25;54:5,7,19,22;
70:25
Arizona (1)
63:19
around (20)
23:14;24:18;32:23;
37:4,4;39:22;46:9;
47:17,19;49:18;
53:14;54:8;62:22,23,
24;63:10,13,14;
68:22;72:22
arrangements (1)
5:5
article (1)
60:14
ASL (2)
5:24;64:24
assigned (1)
6:5
associated (2)
20:16;21:10
atmosphere (1)
64:2
Atop (1)
12:7
attendance (2)
5:22;16:8
attended (1)
41:25
attending (1)
11:6
attention (1)
47:13
attorneys (1)
44:24
audience (1)
42:8
Aunt (2)
41:20,21
authority (1)
8:9
available (7)
7:23;19:6;21:24;
22:13,17;23:7;32:3
avenue (1)
33:3
avenues (1)
11:20
average (2)
26:25;27:9
award (1)
45:1
aware (3)
28:15;30:12;34:25
away (5)
20:4;52:16;53:16;
61:15,24
Awe (1)
40:21

B

Back (18)
9:19;22:14;23:14;
27:22;32:18;38:4,15;
46:25;47:24;49:10,
11;55:3;57:16;61:6;
64:1;65:20;70:24;
71:1
backed (1)
32:9
background (1)
13:5
backup (2)
63:24,25
BAKER (3)
65:5,5,18
B-A-K-E-R (1)
65:6
balance (1)
15:20
ban (1)
29:1
Barr (1)
20:12
base (1)
54:9
based (5)
6:24;15:15;21:1,15;
23:3
basement (1)
40:7

basic (1)
70:10
Basically (12)
42:13;43:4;44:17;
51:11,22,23,25;52:15;
53:9,15;68:5,5
battery (1)
32:10
Becker (9)
12:23;51:1,3,13;
56:21,22;68:18;69:6;
72:1
becomes (1)
29:24
begin (8)
11:23;17:23;18:2,
10,19;19:1;29:25;
44:10
begins (1)
19:9
behavior (1)
6:1
behind (1)
22:13
belong (1)
48:7
belongs (1)
70:1
benefit (1)
56:14
benefits (1)
56:17
best (2)
30:10;36:14
better (4)
15:24;40:21;59:20;
67:7
bid (1)
69:11
big (7)
37:21,22,22;46:12;
48:19,20;58:2
bigger (2)
9:11;46:2
bill (1)
26:6
birds (1)
55:24
bisect (1)
54:4
bit (2)
11:11;13:5
Black (7)
34:6,19;35:7,14,14,
20;41:13
blackouts (2)
63:20,22
blindly (1)
71:15
blow (2)
67:10;68:13
blows (1)
68:12
blue (15)
13:24;15:18,19,21,
25;16:2,3,18,22;
19:16;53:21;54:3;
55:12;56:1;57:11
board (1)
44:21
Bob (36)
24:9,11,15,17;
25:10,12;26:2,5,8,15,
18,22;27:6,11;28:11,
18;29:5,9;30:1,15,21;
32:12,16;33:12,16,22;
34:4,9,13,20;35:1,6,8;
36:1,3;41:12
B-O-B (1)
24:15
both (7)
12:9;14:8;18:15;
19:21;44:23,25,25
box (2)
5:12;22:11
break (1)
72:20
breakfast (1)
45:15
brief (1)
49:14
briefly (1)
5:6
bring (2)
35:18;64:5
bringing (1)
69:17
broken (1)
22:3
brought (1)
61:12
build (6)
14:7;17:16;48:19,
20,22;50:4
building (10)
35:3;38:7;46:16;
48:19,20;50:12;
56:23;68:4,16;71:4
built (6)
40:12,14;46:17;
53:7;60:18;67:12
bulk (2)
69:1;71:8
bunch (2)
22:4;60:19
burn (2)
37:17;60:16
businessmen (1)
49:17
buy (2)
39:6;45:3
buyers (1)
56:13
bypass (2)
45:17;46:5

C

Cabran (2)
55:19,19
C-A-B-R-A-N (1)
55:20
California (2)
27:23;63:19
call (10)
5:15;19:24,25;24:9,
25;28:2;32:3;42:25;
48:10;72:25
called (2)
31:15;55:22
calls (1)
20:1
CALVIN (2)
49:12,12
C-A-L-V-I-N (1)
49:13
came (3)
23:8;38:20;66:13
can (46)
5:14;6:25;9:6;
11:13;14:6;16:11,14;
18:1,5,15;19:22;
20:18,22;22:11,14,20;
23:10,13,14;24:3;
25:2;30:1,7,10;33:25;
37:12,15;38:18;
40:21;41:4,13;44:13,
17;46:2;47:19;48:25;
49:20;51:15;52:9;
53:6;56:13;60:7;64:8;
66:5;68:8;71:1
CANDICE (3)
61:7,7,25
C-A-N-D-I-C-E (1)
61:8
Candy (1)
62:13
capacity (4)
13:21;39:20;71:5;
72:9
capital (1)
27:9
capsule (1)
30:1
CapX (1)
45:25
carbon (1)
64:1
carbon-free (3)
34:2;66:18;70:18
cardboard (1)
22:11
care (1)
32:24
cars (1)
36:14
cart (1)
59:13
cart/horse (1)
55:13
case (2)
9:10;49:1
cases (1)
44:25
cause (3)
38:25;56:15;63:18
cement (2)
38:12,16
Center (1)
4:11
centerline (2)
12:17;61:22
certain (1)
15:25
Certainly (1)
17:11
certificate (9)
6:23;8:14,21;9:3;
10:23;21:2;23:24;
26:25;27:2
certificates (1)
8:10
CFR (1)
55:10
Chances (1)
39:3
change (1)
11:13
Channel (1)
40:1
Chapter (8)
7:1,2;21:8,13,14,16,
17,20
chapters (1)
21:20
charge (1)
36:24
Charles (1)
36:25
cheaper (2)
28:12;29:11
cheapest (1)
66:2
check (1)
52:7
chicken/egg (1)
55:13
children (1)
62:3
Chinese (1)
60:14
Chippewa (1)
4:6
choice (1)
16:13
choose (1)
66:9
chosen (3)
43:8,9,11
Chris (17)
42:1,10,25;43:1,2,
7;45:5;48:10,11,13,
24;49:5;57:12;58:5;
65:5,5,18
C-H-R-I-S (2)
43:2;65:5
Cities (10)
36:23;39:18;45:20;
65:10;68:3,14,19;
69:8,8;72:4
citizens (1)
7:14
city (2)
48:22;54:1
clarification (2)
50:8;51:5
clarified (1)
23:1
clarify (2)
31:7,11
clarifying (1)
66:11
clause (1)
39:6
clean (1)
64:9
cleaner (1)
42:18
cleanup (1)
40:8
clear (1)
51:7
clearly (1)
5:1
close (6)
38:11;62:1,11,15,
25;63:1
closed (1)
38:21
closer (8)
62:13;68:3,10,11,
18,19;69:24;72:3
closes (1)
23:2
closing (1)
73:2
CO2 (1)
34:14
coal (6)
31:21;34:3;42:18;
67:21,22;70:15
coal-fired (6)
13:2;51:1,13;64:10;
67:11;68:2
coffee (1)
55:25
collection (1)
52:3
coloration (1)
15:1
comfortable (1)
6:21
coming (7)
20:9;23:16;27:22;

54:3;57:2;67:13;
73:17
comment (19)
5:17;6:20;10:10,17,
19;22:21;23:2,6,21;
47:1;50:12;57:20,22;
59:18;65:16,18;
72:21;73:10,13
commenting (1)
23:9
comments (26)
5:10,19;6:18;9:12,
21;10:6,11,18;21:3;
22:20;23:3,5,12,20,
23,25;50:10;55:4;
57:17;60:3;65:1,3;
72:25,25;73:5,11
Commerce (10)
4:19;5:5,8;7:13;
20:11,12;22:1,2,5;
52:8
Commission (33)
4:18;5:7;6:6;7:9,10,
15;8:2,6,7,12,15,21;
9:2,8,9;10:22;11:16;
12:19;14:5;15:6;
16:12;17:1;18:23;
21:25;23:22;25:6;
31:20;33:4,21;50:9;
70:12;73:6,8
commissioners (3)
8:13;44:21,24
Commission's (1)
8:17
commitment (1)
66:15
communities (3)
13:9,14;14:19
Community (2)
4:11;56:17
companies (2)
37:21;38:25
company (6)
41:14;44:2,17;
66:13,20;71:13
compared (1)
41:9
compile (1)
6:6
complaining (1)
72:13
complete (3)
6:3;18:18;35:17
concept (1)
64:15
concern (2)
58:14;59:5
concerned (2)
32:16,20
concerns (2)
10:6;24:8
concluded (1)
73:19
concludes (1)
11:23
conclusions (1)
6:10
concrete (3)
12:5;18:11;38:4
condemnation (3)
44:9,13,22
condition (1)
18:21
conditions (1)
24:6
conductor (1)
18:14
conductors (1)
12:8
conflict (1)
55:15
confusing (1)
30:20
connect (1)
53:2
connected (1)
71:9
Connection (5)
4:4;8:25;12:1;
31:14,24
conservation (1)
58:20
consider (4)
6:7;14:15;70:16,25
considered (2)
54:11;73:11
consisting (1)
6:9
consists (1)
8:12
construct (1)
12:14
constructed (1)
9:6
construction (10)
11:18;17:12,23;
18:10,18,21;19:1,3,9;
26:13
consultant (1)
20:13
consumption (1)
56:19
contact (3)
5:4;19:5;43:14
contacted (4)
41:22;49:23,24;
61:1
contain (1)
7:24
contaminated (1)
40:8
contamination (1)
40:4
continue (3)
33:7;44:1;70:20
control (3)
58:17,18;64:13
controls (1)
58:16
conversation (3)
35:2;43:3;57:13
convince (1)
49:17
Cook (1)
4:12
Copies (2)
7:22;22:12
corner (3)
22:14;37:12,23
corners (1)
37:4
COR-TEN (1)
12:7
cost (6)
26:25;56:14,16;
68:6,20;72:6
costs (4)
25:24,24,24;26:14
Counties (3)
4:7;8:24;24:18
countries (1)
32:17
country (2)
64:14;65:13
County (13)
12:23,25;32:5;
36:18;38:6;41:20;
44:10,11,16,21;49:20;
52:1;63:4
couple (4)
13:11;31:11;52:1;
54:2
course (2)
35:24;58:9
court (3)
4:22;23:11;39:3
covers (1)
70:9
cows (1)
65:13
create (2)
14:2;73:7
created (1)
17:11
crime (1)
37:15
criteria (3)
6:24;9:9;55:9
cross (2)
58:22;59:1
crossing (1)
57:11
cumulative (1)
52:21
cured (1)
18:12
curious (1)
52:4
current (2)
9:18;70:20
Curt (16)
65:21,21;66:1,7,23;
67:9,20,25;68:11;
69:5,16,22;71:20,25;
72:3,12
C-U-R-T (1)
65:22
customer (1)
27:5
customers (3)
26:4;31:17;33:5
customers' (1)
70:17
cut (1)
37:11

D

dad (1)
40:12
Dallenbach (6)
41:3,5,6,21;43:5;
45:3
D-A-L-L-E-N-B-A-C-H (1)
41:6
damages (1)
17:11
date (1)
15:16
day (4)
35:19;40:20;41:8;
58:2
days (1)
44:18
deadline (1)
73:10
deal (1)
67:18
debate (1)
20:22
decide (2)
16:10,15
decides (1)
56:21
decision (15)
6:7;7:3,12,15;8:14;
9:7;10:23;11:16;
18:24;22:24;24:20;
28:21;33:24;59:12;
73:8
decisionmakers (1)
20:18
decision-making (1)
20:17
decisions (1)
9:8
deep (2)
38:1,1
deer (1)
53:14
defend (1)
41:15
defense (1)
41:12
defer (1)
5:19
defunct (1)
65:9
DEIS (1)
22:17
deliver (1)
31:13
delivered (1)
32:8
denied (1)
50:4
D-E-N-N-I-S-T-0-U-N (1)
48:3
DENNISTOUN (5)
48:2,3,17;49:3,7
denotes (1)
16:21
Department (15)
4:19;5:5,8;7:13;
9:23;20:7,11,11;
21:25;22:2;28:6;
32:15;33:12;52:8;
54:18
depending (1)
12:18
depth (1)
55:4
describe (3)
5:6;11:14;20:15
describing (1)
9:24
description (3)
11:9,25;20:5
design (2)
13:25;14:4
designed (1)
61:19
desks (1)
19:21
details (1)
11:1
deteriorated (1)
29:13
determination (1)
17:1
determined (1)
67:18
develop (4)
11:11;13:18;16:14;
31:25
developed (2)
17:7;30:13
developers (1)
71:17
development (1)
14:21
diameter (1)
12:7
dictate (1)
69:14

difference (1)
39:3
differences (1)
70:13
different (3)
14:22;62:2;72:9
difficult (1)
29:24
dimensions (1)
43:16
direct (5)
15:10,11;28:23;
65:25;66:24
directly (5)
17:5;19:21;34:11;
35:13;71:2
dirt (1)
38:13
disallowed (1)
30:22
disclosed (1)
26:23
discussed (1)
21:8
discusses (3)
21:5,9,13
disgusted (1)
36:20
dispatchable (3)
32:3;67:16,16
displace (2)
52:13;53:11
disrupt (1)
56:7
disrupting (1)
56:24
distance (1)
61:22
disturbances (1)
58:12
DNR (2)
53:16;55:7
Docket (4)
4:8,9;73:14,15
document (5)
20:17;21:19;22:22;
27:2;54:14
DOERING (4)
53:23,24;54:16,25
D-O-E-R-I-N-G (1)
53:25
domain (6)
42:3,23;48:5,18,22,
25
done (5)
19:8;27:23;41:1;
55:14;67:12
doomsday (1)
53:10
door (2)
45:14;46:13
doors (1)
5:13
double-circuit (2)
8:23;12:2
down (22)
29:13,14;34:24;
37:1,12;38:15;39:17;
40:3;41:8;45:20;47:1;
51:1;53:16;56:2,3,21;
58:25;59:6;67:11;
68:25;69:18,19
downloading (1)
59:16
Draft (20)
10:2,7;20:13,14,14,
20,22,24;21:5,8,24;
22:12,14,21,23,25;
23:3,5,6;52:19
drink (1)
55:25
drinking (1)
54:8
drives (1)
22:9
due (1)
22:2
during (12)
9:12;10:19;11:22;
15:11;17:11;22:21;
31:15,17,18,22;37:11;
44:13

E

E-002/TL-22-132 (2)
4:9;73:15
earlier (2)
57:14;71:8
early (3)
18:1,6,24
easement (21)
11:17;17:4,6,15,18,
20;18:24;43:11,16,17,
19,24;44:5,19;45:1;
48:14,16;49:1,6;
58:15,20
easements (4)
17:22;58:7,11,12
easier (1)
22:1
East (2)
4:12;54:23
easy (1)
49:15
eat (1)
45:15
economical (1)
66:3
economies (1)
21:11
ecosystem (2)
56:8,25
edge (1)
55:18
Edina (1)
72:15
eDocket (2)
7:23;59:15
EERA (2)
7:20,21
effect (1)
56:10
efficiency (1)
68:1
efficient (2)
66:25;72:5
effort (3)
15:4;53:10;59:6
EIS (28)
9:24;10:2,18;20:14,
15,20,22,24;21:5,8,
24;22:11,12,15,21,23,
25;23:3,4,4,5,6;52:19,
19;54:6,21,24;55:3
either (7)
12:16;15:2;18:16;
27:13;46:13;61:21;
67:19
EK (7)
8:3,4;13:6;25:2,4,5,
11
electric (2)
40:13,15
electrical (3)
49:19,20;57:3
electricity (4)
8:16;60:17;66:3;
71:7
Electronically (1)
21:24
else (5)
40:22;43:6;45:22;
46:17;70:4
email (3)
10:11;19:20;47:2
eminent (6)
42:3,23;48:4,18,22,
24
emissions (2)
64:10,13
encourage (4)
6:20;19:17;21:18;
23:21
end (10)
10:14;12:21,21,24;
13:23;16:7,16;23:14;
32:6;38:9
ends (1)
59:8
energized (1)
18:19
Energy (50)
4:4,20;8:4,11,20,
25;9:14;11:1,8;12:1;
13:3;16:10;17:15;
27:16,21;28:1,9,13;
29:2,10,16;30:11,16,
25;31:12,17,24;32:3,
8,15,24;33:5,6;35:22;
39:11;49:19,21;
50:20,24;51:8,10,20;
60:15;66:18;67:5;
70:10;71:1,4,9,12
Engineering (1)
20:12
engines (1)
64:8
enough (3)
33:4;36:12;51:14
ensure (1)
6:13
ensuring (1)
8:18
enter (1)
17:4
entered (1)
5:14
entire (2)
21:18;41:7
entities (1)
39:10
entitled (1)
44:12
environment (1)
21:13
Environmental (13)
6:24;9:15,22;10:8;
17:24;18:9;20:13;
23:25;24:2;51:23;
52:12,20;53:12
equal (1)
72:5
equation (1)
51:18
equipment (1)
18:17
erect (1)
18:12
especially (1)
56:18
essentially (1)
53:4
estimation (1)
59:9
even (5)
11:22;28:11;29:25;
44:18;62:13
evening (5)
4:1;25:19;41:5;
43:1;57:8
eventually (2)
43:17;45:1
everybody (5)
24:18;40:24;43:6;
51:21;60:20
everyone (4)
11:5;16:8;23:13;
73:9
examining (1)
13:14
except (1)
64:24
exception (2)
7:24;10:21
Excuse (1)
16:18
exhibits (2)
7:18,20
existing (3)
12:22;31:14;33:7
expect (2)
6:1;18:23
expenditures (1)
27:9
expensive (1)
56:15
experiences (1)
36:13
explain (1)
43:16
extent (1)
6:15
extra (1)
38:23

F

FAA (4)
49:23,24;50:4;55:9
facilities (2)
8:11;29:2
Facility (2)
8:5;13:10
fact (3)
6:9;52:22;71:6
fact-based (1)
7:5
fact-gathering (1)
50:11
factor (1)
71:6
factors (1)
72:9
fair (1)
63:11
fairly (1)
6:14
fall (3)
13:7,7,20
Falls (7)
4:12;42:11;49:25;
54:1,23,23;55:6
familiar (3)
34:8;38:5;48:17
family (1)
56:2
fan (1)
64:6
far (4)
49:10;52:5,12;
53:10
farm (5)
49:18;52:17,18;
58:16;63:14

farmer (1)
63:5
Farmers (1)
29:19
farmland (1)
52:17
farms (3)
53:14;56:25;72:15
favor (1)
63:6
fear (1)
56:13
February (3)
6:12;10:21;57:16
federal (7)
15:4;25:14,21,23;
33:20;37:15;62:23
fee (3)
48:15,25;52:16
feed (1)
51:21
feedback (2)
13:17,18
feel (3)
35:12,23;42:10
fees (2)
25:7,8
feet (21)
12:6,12,15,16;
37:23,25;39:25;40:6;
45:13;46:11,12;55:8;
56:6;57:20,22;59:22;
61:14,21,21,23;62:12
fence (1)
53:14
few (6)
18:8;24:21;30:2;
40:19;50:3;73:2
field (1)
59:19
fight (1)
39:4
file (2)
31:16;44:10
filed (1)
7:17
final (8)
6:7;7:3,15;10:18;
23:4,4;44:6,15
finalize (1)
22:22
finalized (1)
26:9
Finally (2)
5:9;9:16
financial (1)
44:18
find (6)
19:11;22:14;37:12;
47:8;58:8;61:2
findings (1)
6:9
fine (2)
18:7;54:16
fireplace (1)
56:1
firm (2)
32:3;67:16
first (15)
5:16;7:19;14:17;
17:3;24:9,13;28:24;
36:6;41:25;43:13;
45:12;51:6;57:15;
64:7;73:3
five (4)
8:13;12:12;23:13;
24:22
five- (1)
70:11
fixed (1)
27:6
flash (1)
22:9
flip (1)
40:16
float (1)
56:3
flooded (1)
40:7
floodplain (1)
58:23
floor (2)
5:15;36:16
focuses (1)
52:20
folks (1)
9:21
follow (1)
23:6
footers (2)
37:23,23
Fordice (10)
31:9,9;32:14;33:2,
14,19,25;34:7,11;70:7
F-O-R-D-I-C-E (1)
31:10
form (3)
6:20;9:22;73:12
forth (1)
6:25
forward (2)
40:24;47:25
found (1)
7:1
foundation (2)
12:5;54:9
foundations (4)
12:11;18:11,12;
55:5
four (4)
45:10;49:25;62:2;
64:8
fourth (1)
58:25
frequently (1)
19:12
fresh (1)
41:9
friendly (1)
19:14
front (6)
27:3;35:15;45:13,
13;46:13;55:23
fuel (1)
39:13
Fukushima (1)
40:5
full (1)
16:14
funding (3)
25:22,23;26:11
funniest (1)
60:13
further (1)
61:24
furthest (2)
21:16,17
fusion (11)
27:21;28:4,9,16,20;
29:11,16;30:13,19;
32:13,19
future (2)
14:8;57:2

G

gain (1)
13:12
gained (1)
13:17
galvanized (1)
37:8
Garvin (1)
12:25
gas (4)
8:16;32:4,9;70:25
gas-fired (1)
67:20
gas-generated (1)
56:23
gather (3)
18:2,5;50:9
gathered (2)
6:14;15:15
gauge (1)
72:20
generally (1)
21:14
generated (1)
28:10
generates (1)
71:6
generating (1)
65:8
generation (6)
13:2;31:6;36:13;
66:15,18;69:1
generations (1)
62:18
generators (3)
51:13;63:25;64:1
gentleman (1)
55:1
geographic (2)
21:16,21
geotechnical (1)
17:25
Germany (2)
29:14;32:25
gestures (1)
5:1
gets (7)
15:5;16:13;22:3;
25:12;26:9,10;53:6
giant (2)
51:21;52:3
giving (1)
29:23
glide (1)
50:1
goes (6)
14:13;16:11,22;
36:19;38:6;69:15
Good (10)
4:1;19:25;20:1;
25:19;39:7;41:5;43:1;
56:2;57:8;68:24
gotta (3)
58:8;62:19;63:10
government (5)
4:17;8:9;15:3;
25:14;66:21
governor (2)
8:13;60:25
grandkids (1)
64:17
grant (1)
18:6
granted (2)
7:8;24:4
great (1)
13:15
greater (1)
68:1
green (3)
25:1,14;28:19
grew (1)
37:1
grid (1)
31:14
ground (2)
40:4;62:23
group (1)
49:17
guess (2)
33:25;72:12
guide (1)
73:8
guides (1)
66:22
guys (7)
41:7,9,15;46:11;
62:12,22,23

H

hair (1)
34:5
HALEY (2)
31:4;69:25
half (9)
19:3;45:17;46:5,24;
49:24;52:16;61:12;
63:6,7
hand (4)
5:14;47:24;49:10;
65:20
hands (1)
5:25
happen (9)
11:15;24:20;37:17;
39:18;47:19;53:4;
63:21,21,23
happened (1)
60:13
happens (3)
38:10,17;42:13
happy (4)
18:4;37:6;57:25;
58:3
hard (4)
27:14;29:18;42:16;
67:18
Harry (1)
45:9
hash (1)
16:21
head (2)
5:2;54:15
Health (1)
54:18
hear (4)
5:7;37:8;44:25;
46:2
heard (9)
27:20;34:6,7,19;
35:2,8,9,13,17
hearing (10)
4:3;5:12;6:2,5;
7:19;11:6;15:9;35:25;
44:15;46:3
Hearings (5)
4:15,16;10:3,17;
44:22
heat (2)
40:13,16
Hee (37)
24:10,11,15,17;
25:10,12;26:2,5,8,15,
18,22;27:6,11;28:11,
18;29:5,9;30:1,15,21;
32:12,16;33:12,16,22;
34:4,9,13,20;35:1,6,8;
36:1,3,4;41:12
H-E-E (1)

24:15
held (1)
13:10
helicopters (1)
18:16
Hello (2)
20:8;65:21
help (3)
22:22;64:10;73:7
helpful (4)
47:10;51:17;57:13;
70:6
helping (1)
45:25
helps (2)
37:19;73:7
here's (1)
27:19
high (1)
56:14
highlighted (1)
10:1
Highway (1)
41:20
Hilbert (6)
60:5,5,9,9,12,24
H-I-L-B-E-R-T (1)
60:10
himself (1)
47:2
historic (1)
21:12
History (1)
40:1
Hmm (1)
38:23
HOGAN (3)
57:8,9;60:1
H-O-G-A-N (1)
57:9
hole (1)
37:25
holes (1)
38:2
home (5)
22:11;41:19;45:20,
20;61:25
homeowners (1)
56:25
homes (2)
61:20,24
Honor (19)
11:5;25:4,16;28:8,
14,24;31:5;35:12,23;
42:24;48:8;50:16,22;
51:4,16;53:23;61:17;
67:2;69:25
hook (1)
17:12
hopefully (1)
24:20
horse (1)
59:13
hot (1)
39:17
hottest (1)
36:14
hour (1)
67:6
hours (1)
20:1
house (8)
38:8;40:13,13,14;
46:11;59:23;61:15;
63:13
houses (7)
13:10,17;47:18;
56:6;62:10,15,25
Howard (6)
60:5,5,9,9,12,24
huge (3)
39:21;40:8;56:24
hum (1)
62:20
human (2)
21:10;24:1
humanity (3)
62:24;63:1,15
humming (4)
37:10;45:24;46:2,3
hunch (1)
72:13
hunt (1)
56:3
hyphen (1)
61:9

I

idea (2)
31:23;59:3
identified (5)
15:14;16:24;22:23;
32:1;71:11
identifies (1)
26:25
identify (3)
10:6;27:4;70:10
Impact (13)
6:24;9:15,22;10:8;
20:13;23:25;51:23;
52:5,12,13,21;53:12;
54:10
impactful (4)
14:17;15:21;16:6,
15
impacts (12)
15:5,24;20:15,19;
21:9,14,15;24:2,3;
43:17,23;55:4
important (5)
4:24;11:12;15:7;
16:7;33:6
importantly (3)
5:9;13:20;17:17
impression (1)
14:2
inaudible (1)
56:16
inches (2)
36:15,15
include (2)
10:17;73:14
included (2)
14:9;24:6
includes (2)
7:12;9:11
including (8)
5:4;13:15;15:16;
21:6,11;22:6;26:13;
33:6
incorporated (1)
16:1
increasing (1)
56:18
independent (2)
4:16;49:17
indicated (1)
13:6
indication (1)
5:13
indiscernible (1)
55:22
individual (1)
17:5
industries (1)
8:17
information (27)
6:14;7:5,25;9:13,
14,20;10:5,7,12,15;
13:12;15:15;18:2,6;
19:6,11,17;20:21;
21:3;22:5,25;23:1;
41:19;42:22;43:22;
58:6,7
infrastructure (1)
17:16
initial (3)
9:20;13:16;23:12
initiative (1)
66:21
input (4)
7:12;16:14;36:21;
37:20
insight (1)
40:18
insist (1)
64:25
installation (1)
18:11
installed (1)
12:6
instead (3)
56:23;68:3,15
instructions (1)
23:6
instrumental (1)
37:2
instrument-rated (1)
50:2
insurance (2)
37:18;38:25
integrated (4)
31:16;33:3;70:1,8
interactive (2)
19:13;22:6
interest (1)
19:15
interested (3)
7:14;21:22;23:22
into (11)
6:19;7:18;14:7;
17:4;22:3;37:17;
51:21;54:6;59:21;
64:2,6
invest (1)
70:21
investigation (1)
59:19
investigations (2)
17:25;18:9
involved (3)
34:9,14;49:17
involvement (1)
34:21
Island (1)
33:10
issuance (1)
10:17
issue (5)
8:9;9:2;23:4,23;
55:15
issued (3)
6:11;9:5;22:20
issues (3)
22:23;24:8;70:9
issuing (1)
10:20
items (1)
9:12

J

jail (1)
37:15
James (1)
53:24
Janet (1)
23:10
January (2)
9:19;23:4
Japan (2)
40:5,9
JASON (12)
67:4,4,14,22;68:8,
21;69:10,17;71:23,
23;72:2,7
J-A-S-O-N (1)
67:5
JEANE (5)
48:2,2,17;49:3,7
J-E-A-N-E (1)
48:3
Jeff (7)
45:7,8,8;46:25;
47:16;62:10,14
J-E-F-F (1)
45:8
JENSEN (2)
49:12,13
J-E-N-S-E-N (1)
49:13
JIM (4)
53:23,24;54:16,25
J-I-M (1)
53:24
job (3)
13:16;15:24;33:6
JOE (9)
25:19,19;26:3,7,11,
16,20,24;27:8
joint (1)
10:2
JUDGE (58)
4:1,14;5:18;6:4;
8:3;9:17;10:3,19,22;
23:17;24:13,16;25:2,
18;28:7,17,22;29:7,
20;30:5,18;31:2,8;
34:16,23;35:4,7,9;
36:4;41:2;42:21;
44:20;45:6;46:20;
47:5,20;49:9;50:6,21;
52:7;53:20;55:17;
57:6;59:24;60:2,7,11,
22;61:4,16;62:5;
64:23;65:15,19,24;
66:5;70:5;72:18
Judy (2)
41:21,21
jumping (1)
53:16
justify (1)
44:3

K

Kandiyohi (1)
4:5
keep (3)
16:20;29:21;40:5
kick (1)
38:23
kids (1)
64:17
kids' (2)
62:18,19
kilovolt (2)
8:23;12:2
Kimball (1)
22:17
kind (12)
11:14,17;29:16,21;
34:23;42:16;45:4;
52:4;58:17;70:9,11;

71:12
kinds (2)
56:4;69:7
knew (1)
37:9
knowing (2)
35:20;71:16
knowledge (1)
34:12
known (2)
8:24;41:23
knows (1)
61:2
K-O-R-T-E (1)
61:9
kV (1)
71:22

L

laid (1)
42:12
land (17)
17:19,19;40:8;42:5,14;43:9;45:4;48:6,6,15,16,21;53:17;56:12;59:2;63:5,6
land-based (2)
18:17;21:11
landowner (9)
17:6,13,19;43:20,21,24,25;44:4,23
landowners (7)
17:5;43:10,14,15;57:10;58:15;69:13
landscapes (1)
56:24
Langan (24)
11:1,4,7;25:16;28:7,8,14,22,23;30:7,8;35:11,12;36:2;42:24;48:8;50:21,22;51:4,16;61:16,17;66:10;67:2
language (1)
17:6
large (1)
8:10
last (7)
13:7,19;19:2;22:7;36:6;44:6;72:25
lastly (1)
24:7
late (1)
19:2
later (3)
9:24;37:13;40:15
Law (8)
4:14;5:18;6:4,10;9:17;44:16;58:14;66:19
lawn (1)
45:13
laws (1)
6:25
lawyer (1)
39:2
lawyers (1)
38:25
lead (1)
56:18
least (5)
13:22;16:6,15;33:9;57:19
leave (4)
11:19;19:25;20:3;64:25
legally (1)
42:6
legible (1)
40:22
legislature (4)
36:21;37:14;39:14;66:18
length (2)
12:20;13:22
less (4)
14:16;15:21;72:4,13
letter (3)
10:11;18:3;28:5
LEVI (5)
20:8;52:9,19;54:13,21
liability (1)
37:18
libraries (2)
22:15,16
Library (1)
22:18
life (3)
46:5;63:4,11
lifespan (1)
62:16
lifetime (4)
46:17;62:18,19,19
lights (1)
40:14
likely (3)
32:2;53:7;69:2
limit (1)
23:12
limited (3)
6:17;9:11;29:22
line (61)
8:24;12:2,3,15;13:21;17:9;18:18;24:4;28:10;29:4;30:4,14;31:7,12;32:8;36:18,20,22;37:2,3,24;38:5,10;40:12;46:9,12;47:17;50:19,19,20,23;51:8,20;52:24;53:2;55:8,12,13;56:1,5,24;57:11,20,23,25;58:9,10,25;59:2,7,9,22;62:13;63:6;68:4,17;69:18,21;71:9,21;72:6
lines (19)
26:10;27:17;28:3,20;29:10,17;30:16,23;32:21;37:7,9,22;45:24;56:13,15;58:18;60:19;62:21;63:1
links (1)
22:6
Lisa (7)
41:3,5,6;43:3,5;44:11;45:3
listed (3)
22:7,16;54:23
listen (1)
62:20
little (5)
9:24;11:11;13:5;22:11;65:12
live (14)
21:21;45:19,22;46:4,14;47:18;52:2;55:21;60:6;62:3,9,11;64:19,20
lives (2)
36:25;63:3
livestock (1)
45:18
local (1)
15:3
locate (3)
68:18,19;69:7
located (7)
9:5;32:5;68:3;69:19,20;72:15,16
long (2)
21:1;39:25
longer (1)
48:21
look (16)
39:20;41:9;44:25;55:24;56:22;58:2;61:11;62:17,19;63:19;64:3,18;65:10;67:6;70:12;72:11
looked (4)
15:19;59:12,14,15
looking (7)
34:24;45:16;47:15;54:13;55:3;59:10;65:17
looks (1)
12:3
loop (1)
23:14
loss (1)
71:21
lot (7)
13:8,17;19:11;29:11;50:18;59:6;72:13
loudly (1)
4:25
low (1)
55:15
Lyon (4)
4:7;8:24;12:24;32:5

M

MAGES (7)
50:16,17,25;51:11,19;52:11;53:9
M-A-G-E-S (1)
50:17
mainly (1)
69:1
maintain (3)
12:15;14:7;17:16
major (1)
27:24
majority (1)
32:7
makes (1)
11:16
making (5)
6:7;9:7;24:20;60:17;73:8
man (1)
50:13
manages (1)
8:8
mandate (1)
66:7
mandated (1)
61:15
manner (1)
7:6
many (7)
42:4;51:2,24;53:11;56:6;60:25;61:14
map (3)
19:13;22:6;47:15
maps (2)
14:25;16:20
March (2)
10:24;57:16
mark (4)
16:21;57:8,9;60:1
M-A-R-K (1)
57:9
marked (1)
5:15
Marshall (1)
41:18
massive (1)
68:17
material (1)
37:25
Matt (21)
10:25;11:4,7;25:16;28:8,14,23;30:8;31:12;35:12;36:2;42:24;48:8;50:22;51:4,16;61:17;66:10;67:2;71:8,14
Matter (3)
4:3,20;14:5
may (8)
5:4,22;33:11;35:17;49:18;58:13;59:14,16
maybe (6)
37:11,18;39:20;47:8;52:13;61:1
mean (7)
16:9;25:13;28:18;32:23;51:17;52:15;67:20
means (1)
12:16
meantime (2)
26:5;29:12
measures (2)
20:16;21:10
Medicine (1)
4:6
Meeker (1)
4:6
meet (1)
70:17
meeting (3)
5:24;7:16;41:25
meetings (8)
9:21;10:2,9,16;40:23;49:16;50:8;57:15
megawatts (4)
32:2;51:10;67:6,16
members (3)
6:15;19:22;23:19
mentioned (6)
19:6;27:14;46:21;53:3;55:1;70:21
mentions (1)
54:21
MERTENS (2)
62:7,7
M-E-R-T-E-N-S (1)
62:8
message (2)
19:25;20:3
metropolitan (2)
39:16;49:20
microphone (2)
35:16,19
middle (1)
38:11
middleman (1)
39:9
might (2)
39:4;56:17
MIGUEL (2)
55:19,19
M-I-G-U-E-L (1)
55:20

mile (8)
8:23;12:13;45:17;
46:5,24;61:13;63:7,7
miles (7)
12:20;37:1;38:14,
15;49:25;52:16;71:21
mind (1)
46:21
mine (1)
59:21
minimum (1)
61:22
Minnesota (30)
4:4,7,12,18,19;7:1,
2;8:5,7,17,25;12:1,23;
13:21;14:12;20:11;
31:13,23;34:1;44:16;
54:18;57:12;60:6;
66:4,19;68:13,16,25;
70:24;72:14
minutes (3)
23:13;24:22;72:23
miss (1)
45:2
missing (2)
22:25;58:6
mission (1)
8:18
Mississippi (1)
55:21
mitigated (2)
17:14;24:3
mitigation (3)
20:16;21:9,14
mnenergyconnectioncom (1)
19:10
modifications (1)
24:5
modified (5)
15:18;16:3,18,22;
19:16
modify (1)
40:2
money (3)
25:12;38:24;60:20
month (1)
27:10
Monticello (1)
33:8
moratorium (1)
67:23
more (22)
16:19;24:21;32:1,1;
39:12,12,14,21;47:10;
52:22;57:1;64:1,19;
65:16;66:14,25;
68:12;69:2;71:2,6,7;
72:23
morning (4)
41:10,18;45:15;
55:24
most (10)
5:9;20:24;33:5;
40:11;61:23;66:2;
68:21,24;70:9,22
move (5)
43:22;45:21;46:16;
58:25;66:14
moved (1)
31:7
moving (3)
50:14;63:6;68:10
much (11)
24:22;37:25;42:9;
47:21;55:17;59:25;
61:24;68:1,14;70:10;
71:21
multiple (1)
29:23
Municipal (1)
55:7
music (1)
36:14
must (3)
6:2;9:2,5
myself (1)
42:9

N

name (16)
4:13;8:4;11:7;
20:10;23:11;24:14;
34:7;36:6,6,8;41:4;
48:1,2;49:12;53:24;
60:8
named (2)
13:20,25
names (1)
5:15
natural (6)
8:16;21:13;32:4,9;
56:7;70:25
near (1)
46:12
necessarily (3)
69:14;72:8,10
need (26)
6:23;8:10,14,22;
9:3;10:23;13:22;14:6;
21:2;22:22;23:24;
26:25;27:2;31:17;
32:1,2;36:21;39:20;
42:6;48:14;55:13;
57:1;62:2;69:24;
70:11;72:19
needed (6)
9:3;32:24;40:12;
43:11;44:2;68:20
needs (3)
23:1;59:19;70:17
negative (1)
56:10
negotiate (3)
17:5;43:20;44:1
negotiated (1)
38:22
negotiating (1)
43:23
negotiation (1)
17:7
negotiations (3)
17:4;18:25;44:7
neighbor (2)
46:1;62:10
neighbor's (1)
57:21
neither (1)
39:9
neutral (1)
7:5
new (4)
8:22;13:2;29:1;
45:10
next (11)
9:18;11:17,23;15:8;
16:25;36:5,22;41:3;
43:8;45:7;50:13
night (2)
27:13;37:11
nine (1)
36:15
no-action (1)
21:7
nobody (3)
52:2;64:18,19
noise (1)
45:24
none (1)
73:1
Nope (1)
65:18
nor (1)
29:3
north (6)
12:22,25;21:17;
45:17;46:24;63:7
noted (2)
31:12;70:22
notes (2)
38:18;40:21
notice (2)
22:16;23:7
notification (1)
55:9
notified (1)
43:10
November (3)
4:10;10:11;73:10
nuclear (20)
27:21;28:3,9,16,20;
29:1,16;30:13,19;
32:13,15,19;33:7,20;
39:13,19;40:3;60:15;
67:23;70:21
Number (9)
4:8,9;19:20;24:24;
47:7,8;71:5;73:14,15
numbers (1)
33:11

O

OAH (2)
4:8;73:15
objects (1)
37:5
obvious (1)
58:5
obviously (2)
26:23;66:23
OEAA (1)
55:9
off (6)
14:11;33:11;35:24;
37:11;54:14;64:13
offer (3)
43:18;44:3,6
Office (2)
4:14,15
offset (5)
68:7,20;69:23;71:4;
72:10
often (1)
71:7
old (4)
36:12;37:8;58:11;
63:5
Once (5)
14:19;18:13;29:22;
44:15;45:25
one (31)
4:25;5:4;13:15;
14:5;15:6;16:19;
23:10;24:24;30:17,
18;31:18,18;32:5;
37:17,17;38:16;
39:24;41:11;46:6;
47:8;51:12,12;53:13;
54:3,7;57:10;58:24;
64:7;66:13;67:7;
71:20
online (3)
10:12;47:1;59:15
only (10)
4:25;6:19;17:8;
19:7;27:18;30:16,17;
38:18;41:11;58:19
onto (2)
50:20;51:8
open (5)
5:14;10:10;13:10,
16;22:21
operate (4)
12:15;14:7;17:16;
66:16
operating (1)
70:21
opinion (1)
41:23
opportunity (4)
5:17;10:4;29:24;
36:11
opposed (1)
41:21
option (1)
45:4
orange (2)
10:1;16:21
order (4)
29:20;45:1;51:14;
70:17
Originally (1)
46:8
others (1)
5:22
otherwise (1)
21:22
ought (1)
14:15
ours (1)
57:21
out (35)
4:21;14:13,16;
32:18;34:4;37:12;
38:3;39:15;40:6;
42:12;44:19;45:16,
16;46:1,10;47:3;
51:24;52:1,14;53:1;
58:2,8;59:20;61:2;
64:19;65:13;66:13;
67:17;68:12;69:4,11,
23;71:15;72:14;73:17
outlast (1)
32:21
outreach (1)
13:8
outside (1)
69:8
outweigh (1)
56:17
over (18)
6:5;8:1;10:25;20:6;
28:2,20;29:10,16;
42:5;43:9,11;47:4;
50:13;55:18;60:19,
25;64:14;70:11
overall (3)
8:8;15:21;51:9
overridden (1)
58:14
owe (2)
42:10;43:5
own (6)
21:4;39:8;48:6,15;
52:17;63:5
owner (1)
48:6
ownership (3)
17:19;49:2;52:16

P

pads (1)
40:15

page (3)
22:2,3,5
pages (2)
21:1;22:1
paid (5)
25:1,7;26:4,21;49:5
panel (2)
52:3;72:10
panels (14)
29:12;40:9;51:2,14,24,25;68:18;69:6,7,24;71:5,7;72:3,8
parcels (3)
18:1;63:9,10
parkland (1)
62:23
part (13)
4:17,24;14:12;15:7;32:4;40:11;41:16;44:6;52:4;55:10;58:4;69:10;71:13
participated (1)
14:20
participating (2)
13:16;73:4
particularly (1)
23:22
parties (2)
7:14,17
partner (1)
64:4
passed (2)
34:1;66:18
path (2)
50:1;54:17
pay (8)
37:19;38:24,25;39:1,2,2,5;49:4
paying (3)
26:6,17;47:13
pays (3)
26:8,13;29:15
people (18)
20:25;24:19;33:18;36:20;37:5,6;39:25;41:8;42:4,11;47:23;52:13;53:11;56:3,11;65:12;72:13,21
people's (1)
62:25
per (3)
12:13;43:18;67:6
percent (4)
41:14;71:24,25;72:4
perhaps (2)
5:9;43:17
period (6)
10:10,17,19,21;22:21;23:2
Permit (18)
4:3;6:8,11,22;7:8,16;8:15,22;9:4;10:24;13:7;14:9,10;21:2;22:19;23:24;24:4;39:12
permits (1)
8:10
permitting (1)
25:8
perpetual (1)
17:18
person (3)
4:25;36:5,24
persons (1)
5:15
persuasion (1)
50:11
pertains (1)
70:13
petition (1)
44:10
phone (4)
19:19,24;60:13,21
photo (2)
12:4,10
pick (3)
20:3;46:15;55:12
piece (2)
16:7;39:7
pieces (1)
22:4
pink (3)
15:1;46:6;47:4
pipeline (1)
34:14
pipelines (1)
58:19
Pitts (3)
31:3,4;69:25
place (4)
14:18;30:13;44:15;45:11
placed (6)
17:9;18:14;28:10;50:24;51:8;70:25
places (5)
37:4;45:11,18;58:24;68:13
plan (2)
31:16;70:20
Planner (1)
8:5
planning (2)
70:2,8
plans (5)
30:12,12,14;31:19;33:3
plant (10)
31:20;32:9;33:8,10;39:13;40:3;51:2;65:9;67:11;68:22
plants (13)
31:21;32:5;33:7;34:3;39:21,21;42:18;51:1;56:23;60:18;64:10;70:15,21
play (1)
53:15
please (9)
19:25;20:2;22:24;23:12;24:14;36:7;42:25;47:25;73:14
plus (1)
32:19
pm (3)
4:11;73:10,19
point (16)
4:21;9:25;10:2;12:24;26:23;36:19;39:8;44:24;49:22;50:7;51:22;52:6,24;53:18;71:25;72:1
points (9)
11:12;12:21,21;13:23;16:7,16;30:19;40:20;54:2
pole (4)
18:13;37:16,24;58:3
poles (9)
37:21;43:22;55:5;62:17,17,20;63:11,15;64:18
policy (2)
34:1;66:21
portions (1)
7:24
possession (1)
44:17
possible (1)
6:15
possibly (1)
28:12
post (4)
37:23,24;45:12,16
potential (8)
13:13;20:15,16,19;21:9,13,15;56:13
Potter (10)
45:7,8,8;46:20,25;47:16;58:1;61:12;62:10,14
P-O-T-T-E-R (1)
45:9
power (28)
36:18,19;37:7,9,16,21;39:16;40:3,11;41:8;42:19;44:2,17;56:5,15,19,23;57:1,4;58:18;59:2;60:19;62:20;63:17;65:8,12;67:11;68:17
Prairie (1)
33:10
prefer (1)
55:12
preference (3)
14:3;16:4,11
preferred (5)
15:13,14,17;16:22;59:8
preferring (1)
16:5
prefiled (1)
7:22
prepare (2)
6:9;20:25
prepared (2)
9:15;20:13
preplanning (1)
25:24
presence (1)
56:12
present (1)
4:22
presentation (2)
10:14;14:24
presentations (1)
23:18
presented (2)
7:5;10:7
presenters (2)
5:20;34:19
preside (1)
6:5
pretty (3)
19:13;41:9;42:9
previously (1)
67:15
prework (1)
24:25
price (1)
38:21
prices (1)
28:15
primarily (2)
13:3;51:8
Printed (1)
22:12
prior (2)
18:21;26:23
probably (11)
24:21;27:20;33:1;36:17;40:9;44:23;58:24;62:14;67:7,22,23
problem (1)
56:22
proceed (1)
42:2
proceeding (4)
31:15,22,25;73:19
proceedings (2)
44:9,14
process (28)
8:8;9:13,24;10:4;11:13;14:21;15:7,9,9,12;17:23;19:3,8;33:9;42:2,9,12,23;43:13;48:5;54:12;66:22;67:17;69:3,11;70:2,3,8
produced (3)
27:22;28:3;30:25
producing (2)
66:2,3
production (1)
49:18
program (1)
25:1
Project (70)
4:5;8:15,25;9:1,3,4,6;10:5;11:2,10,20,21,24;12:1,3,18,21,21;13:1,9,15,23;14:11,20,23;15:1,25;16:7,16,23,24;19:13,19,22;20:6,17,19,21,23;21:6,8;22:4,15,20;23:25;24:2;25:13,22,22,25;26:3,9,12,13,14;27:4,9;31:24;32:6;34:10,21;35:21,21;41:22;52:20,21,23,24;56:18;57:11
project-related (1)
24:7
projects (4)
52:23;53:1;71:16,18
project-specific (2)
19:9,20
property (18)
17:8,10,10,17,18;18:20,20;38:7;39:7,8;43:12;44:12,18;48:25;55:24;56:11;57:18;63:10
proposal (2)
38:22;71:12
proposals (1)
31:18
propose (3)
13:21,22;14:4
proposed (25)
11:10;13:5,19,24;14:15,17;15:2,6,17,23;16:2;21:5;23:24;27:4;31:7,18,19;32:4;35:21;45:10;46:23;53:1,5;54:3;71:19
proposing (7)
28:15,25;29:1,3,3;62:12;63:16
protect (1)
58:20
protection (6)
54:5,7,17,19,22;55:2
provide (9)
10:5,6;11:1,9;15:10;22:20;25:2;42:22;70:3
provided (3)

9:13;21:4;35:5
provides (1)
17:15
providing (3)
10:14;11:20;73:5
public (32)
4:3,18;5:10;6:6,15;7:19,23;8:5,7,12;9:1,12;10:2;11:15;13:10,16;14:14;15:2,17,24;16:2,12;21:10,25;22:15,17;23:2,20;25:5;37:21;42:11;44:23
publicly (1)
71:15
PUC (4)
4:9;7:20,20;73:14
pulled (1)
67:17
pumps (1)
40:6
purchase (2)
43:24;48:14
purchases (1)
27:24
purple (3)
13:24;15:20,22
purpose (7)
7:4;13:1;20:14;31:11;35:24;50:8;59:21
put (25)
26:10;28:19;36:19;37:6;38:3;45:12;50:20;51:14;53:14;55:25;57:22,23;58:24;59:2,7,17,21;62:13;63:25;64:9,12;69:4,11;71:15;72:14
puts (1)
29:15
putting (4)
40:24;51:24;59:13;64:1

Q

qualify (1)
25:23
quick (3)
23:9;44:16;50:7

R

raise (1)
5:14
raising (1)
5:25
Randy (19)
31:9,9;32:14;33:2,14,19,25;34:7,11;50:16,17,25;51:11,19;52:11;53:9;67:14;70:7;72:7
R-A-N-D-Y (1)
50:17
rate (1)
27:5
ratepayer (1)
27:1
ratepayers (6)
25:25;26:4,12,12;27:10;56:16
rates (3)
8:19;26:21;56:19
read (3)
21:18;36:5;38:18
reading (3)
21:20;28:1;60:13
Reagan (2)
39:23,24
real (1)
53:10
really (10)
13:15;14:10;17:7;30:20;40:22;42:16;50:11;52:25;53:6;73:6
reason (4)
16:5;30:21;34:3;58:19
reasonable (1)
8:19
R-E-B-S-T-O-C-K-I-N-G (1)
61:9
REBSTOCKING-KORTE (3)
61:7,8,25
receive (1)
10:11
received (6)
7:18,20;9:12;10:19;18:3;73:12
receiving (1)
20:2
recharge (1)
54:10
recommend (1)
21:20
recommendation (3)
7:7,11;57:19
recommendations (1)
6:10
record (12)
4:23,24;6:3,6,18,19;7:12,19;9:10;16:14;50:12;73:7
recovered (2)
25:25;26:2
reduce (3)
15:4;43:23;56:10
reducing (1)
15:24
redundancy (1)
67:12
Redwood (11)
4:7,11,12;38:6;42:11;44:11;49:25;52:1;54:22,23;63:4
referring (1)
47:12
refurbish (1)
42:17
regard (1)
25:21
regardless (1)
73:11
region (3)
21:16,21;70:23
register (2)
5:13,16
regulated (2)
33:16,19
regulates (1)
8:16
Regulatory (1)
33:20
reimburse (1)
17:12
relevant (2)
6:13;9:8
reliability (1)
70:18
reliable (2)
8:18;57:1
relicensing (1)
33:9
relying (1)
16:13
remarks (1)
73:2
remember (4)
28:6;39:23;54:14;58:11
remind (3)
24:14;36:7;73:9
reminded (1)
65:11
reminder (1)
23:9
renewable (10)
13:2;27:17;29:10;30:16,24;31:12;33:6;39:11;66:14;71:1
renewables (7)
29:6;30:4;32:8,18,22,22;33:23
rent (1)
63:5
Renville (2)
4:6;36:18
repaired (1)
17:13
repeat (3)
29:8;43:4;52:10
replace (3)
13:1;37:18;51:2
replaced (1)
68:2
replacing (1)
56:22
report (9)
6:9,11,22;7:3,4,10;9:16;10:20,22
reporter (2)
4:22;23:12
reports (1)
41:13
representative (1)
19:19
represented (1)
14:25
represents (1)
41:13
request (5)
6:8;7:7;50:5;69:4;71:11
required (2)
12:14;31:16
requirements (2)
22:3;24:6
requires (2)
33:4;55:8
resale (1)
56:11
reservations (1)
62:24
reset (3)
25:1,14;28:19
residence (1)
57:21
residential (2)
27:1,5
resource (5)
31:16;32:11;33:3;70:2,8
resources (10)
11:20;21:12;32:10;58:21;59:10;68:25;69:18,20;70:14;71:11
respectful (1)
6:1
respond (1)
23:5
responds (1)
10:18
rest (2)
18:25;63:11
restoration (1)
18:19
retain (1)
49:2
retains (1)
17:19
retire (1)
31:19
retired (1)
34:3
retiring (2)
13:2;70:15
returned (1)
18:20
returning (1)
20:1
review (16)
6:17;8:8;9:19;11:12,22;14:11,13;15:7,8;19:7;21:23;22:13;27:2;52:20,25;55:9
reviewed (1)
71:15
reviews (2)
9:10;70:12
revise (1)
23:3
RFP (3)
69:3,10;70:3
rid (2)
31:1;38:15
right (53)
12:5,13;17:20;18:16;19:24;20:4;23:17;24:9,17;27:22;29:6,15,16;30:14,22;33:1,17,23;34:15;38:8,20;41:3;45:6,11,12,12;47:22;50:6,13;53:21;54:25;55:18,23;57:7;58:8,22;59:1;60:2;61:4,6,20,20;62:6,11;64:1;65:15,19;66:1;69:7,8;72:19;73:1,3
rights (2)
49:1,6
River (10)
54:1;55:6,21;56:2,3,3,4;57:12;58:22,25
road (10)
37:1,17;38:14;45:14;59:2;62:1,9,11,12,25
Rock (7)
34:6,19;35:7,14,15,20;41:13
rocks (2)
41:8;65:13
Rogers (10)
42:1,25;43:1,2,7;45:5;48:11,13,24;49:5
R-O-G-E-R-S (1)
43:2
role (3)
4:23;5:6;6:13
roll (1)
19:21
rolling (2)
63:20,22
Ronald (1)
39:23
room (1)
50:15
round (1)

57:15
Route (68)
4:3;6:8,11,22;7:8,15;8:10,15,22;9:4;10:24;12:18;13:6,13,24,25;14:1,1,1,2,6,9,10,20,22;15:5,13,15,16,17,18,21,22,23,25;16:1,3,3,6,9,11,15,18,22,24;17:2;19:16;21:2;23:23;24:3,4;42:3;43:8,9,10;45:10;46:22,23;47:4,7;54:3,11;55:8;61:11,15,19;62:2;63:9
routes (14)
11:11,13;13:4,18,23;14:4,5,8,14,16,25;15:2,20;42:4
routing (2)
11:16;13:13
rows (1)
10:1
ruin (1)
59:3
ruining (1)
63:3
rule (2)
6:25;9:9
rules (2)
6:25;7:2
run (7)
33:8,10;37:17;42:5;60:21;64:8;69:12
running (1)
60:19
rural (1)
63:23

S

safe (1)
8:18
safety (1)
21:11
same (4)
31:22;62:9;64:14;72:9
SAMUEL (9)
25:19,20;26:3,7,11,16,20,24;27:8
S-A-M-U-E-L (1)
25:20
sat (1)
59:15
save (3)
60:20;68:6;72:5
saw (2)
60:21;65:19
saying (6)
29:5;30:21;33:23;48:20;51:19;68:15
scene (1)
38:17
schedule (1)
9:19
Schwandt (5)
36:6,9,9,10;41:2
S-C-H-W-A-N-D-T (1)
36:10
scope (1)
9:22
scoping (3)
9:20;21:3;22:24
SCOTT (6)
8:3,4;11:4;25:4,5,11
screen (2)
12:4,10
scrubbers (2)
64:9,12
secondly (1)
28:25
secret (1)
7:25
section (4)
38:11;52:21;55:22;56:7
Seeing (1)
73:1
segment (3)
14:22;41:20;47:11
select (1)
71:17
selected (1)
24:5
self-weathering (1)
12:8
sell (1)
45:21
selling (1)
39:7
send (1)
65:9
sent (1)
43:15
separate (6)
7:16;31:15;35:2;67:17;69:3;71:12
seriously (1)
42:16
serve (3)
31:17;33:5;44:21
service (2)
8:17;66:16
services (1)
8:19
set (2)
6:24;58:9
setback (1)
55:7
settlement (1)
21:10
seven (6)
12:6;37:22;62:10,15;63:9,10
several (4)
21:23;49:16;50:3;70:9
Shaddix's (1)
4:23
shaking (2)
5:1,25
share (1)
42:8
sheet (1)
5:13
sheets (2)
5:16;47:23
Sherburne (3)
4:5;8:24;12:23
Sherco (4)
31:14,19;65:9;68:22
Sherco's (2)
12:22,22
shine (1)
67:10
ship (1)
39:24
ships (1)
39:19
shirt (1)
53:22
shop (2)
64:6,9
short (1)
36:25
shortest (2)
36:14;56:12
show (2)
5:23;44:5
showed (1)
47:3
showing (2)
24:12;73:4
shown (1)
46:7
shows (1)
9:18
shut (4)
40:2,3;51:1;56:21
shutting (1)
67:11
side (5)
12:16;50:14;61:21;71:13,14
sides (2)
12:9;18:15
sign (3)
36:10;38:22;44:5
similar (2)
12:3,9
sit (1)
49:16
site (4)
18:19;38:7;55:9;59:15
sites (1)
59:20
sitting (1)
58:3
situation (2)
18:5,17
six (1)
16:1
size (2)
9:1;71:17
skirts (1)
36:15
slide (6)
9:18;10:14;12:4;16:18,20;22:7
slides (1)
49:24
small (2)
30:2;62:2
smaller (1)
39:20
solar (41)
13:3;28:12;29:12;39:14,15;40:9;51:2,9,14,24,25;52:3,18,23;53:13;57:2;63:17;64:11;65:8;66:4,25;67:7,8,19;68:1,2,18,22;69:2,6,7,23;70:14,22;71:5,7,10;72:3,8,10,15
sold (1)
38:9
somebody (7)
19:23;20:3;28:5;33:17;40:22;47:6;52:16
someone (4)
37:12;47:24;51:15;70:4
someplace (2)
45:22;46:16
sometime (1)
10:24
somewhat (1)
71:15
son (1)
38:6
soon (1)
63:21
sorry (5)
29:7;47:13;52:9;54:13;62:1
source (2)
29:10;42:18
sources (2)
13:3;30:25
south (2)
21:17;63:7
southern (5)
12:24,24;38:6;49:19;60:6
Southwest (9)
31:13;39:15;49:25;66:4;68:12,16,25;70:23;72:14
span (1)
12:10
speak (6)
4:25;5:11;19:18;23:15;32:19;36:11
speaker (1)
23:10
speakers (1)
5:23
speaking (1)
16:25
specific (4)
17:7;27:3;51:7;71:10
specifically (1)
47:11
spell (6)
23:11;24:14;36:8;41:4;48:1;60:7
spend (1)
35:19
spent (3)
41:7;59:6;63:4
spoils (1)
38:15
spread (1)
39:21
spring (3)
13:12;43:9;47:1
stacks (1)
64:13
staff (2)
5:8;47:9
stage (1)
15:11
stand (1)
27:12
standard (2)
34:2;70:19
STANDING (3)
67:4,4;68:21
S-T-A-N-D-I-N-G (1)
67:5
STANDNG (8)
67:14,22;68:8;69:10,17;71:23;72:2,7
standpoint (1)
34:1
start (7)
11:24;15:19;17:24;18:10;29:23;31:25;53:21
started (3)
14:24;27:22;64:7
starts (1)
14:11
state (25)
4:17;13:20;14:12,13,15,22;15:3;16:11;19:7;23:11;24:14;

29:1;33:20;36:8;41:4;47:25;53:18;58:14;59:6;60:7;66:7,17,19;67:24;69:12
stated (2)
67:15;72:7
Statement (6)
6:24;9:15,23;10:8;20:14;24:1
states (1)
66:16
state's (5)
11:12,22;14:11;15:7,8
stating (2)
16:4;61:10
statute (2)
6:25;9:9
Statutes (1)
7:1
stay (1)
22:7
steal (2)
42:6,13
Stearns (1)
4:5
steel (2)
12:8;18:13
step (5)
14:12;15:8;17:3;43:13;44:6
steps (7)
10:16;11:15,23;16:25;42:2,8;43:4
stick (1)
72:22
still (16)
37:5,8;41:9;44:4,8;48:6,15;49:2,4;59:19;63:8,13,14;65:24;68:23;72:5
storage (2)
32:10;39:13
straight (3)
36:19;37:24;65:7
strategic (1)
70:25
strategy (1)
70:16
Street (3)
4:12;45:11;62:9
strictly (2)
68:4,5
string (1)
18:14
structure (1)
12:8
structures (5)
12:11,13;18:13,13,15
stuff (7)
46:6;47:18;53:7,17;58:12,17;59:17
sub (1)
39:24
subdivision (1)
58:17
submarines (1)
39:19
submit (3)
13:6,6;73:13
submitted (1)
57:16
substantive (1)
23:5
Substation (1)
12:23
summarize (1)
7:4
summer (2)
13:12;20:24
sun (1)
67:10
supply (2)
54:8;71:13
support (1)
5:23
sure (9)
17:13;31:2;36:24;38:1;43:7;45:5;46:22;61:3;62:18
surveys (2)
17:24;18:9
sustainable (1)
8:18
Suzanne (1)
4:13
switch (1)
40:17
switching (1)
55:2
system (2)
7:23;67:12

T

table (6)
10:13;22:10,13;23:7;27:3;34:24
talk (7)
4:25;11:10;21:15;43:15,20;53:12;54:22
talked (4)
31:6;33:18;42:1;44:11
talking (9)
24:22;41:24;42:10;48:4;51:20,20;52:12;58:5;70:7
talks (1)
52:22
targeted (3)
63:8,12,14
task (1)
49:15
taxes (2)
26:21;38:24
Taxpayers (2)
26:16,19
team (3)
11:21;19:22;20:25
tearing (1)
29:14
technical (1)
18:8
technology (2)
40:2;57:3
telephone (1)
8:16
telling (2)
27:25;28:19
ten (3)
22:15;32:23;64:5
terming (1)
15:18
terms (6)
11:17;13:4;18:22;19:5;27:16;44:19
territory (1)
66:16
testimony (5)
7:18,22;9:16;15:10,11
Texas (1)
63:19
Thankfully (1)
41:7
Thanks (2)
23:16;73:17
Therefore (3)
4:24;16:3;42:7
thinking (1)
40:20
though (4)
13:8;28:11;48:18;65:25
thousands (1)
69:9
three (2)
49:24;64:7
throughout (7)
13:9,14;14:19,23;18:25;22:15;71:11
tier (4)
64:7,7,7,8
timeline (1)
18:22
times (1)
61:1
timing (1)
71:18
Today (9)
4:10;5:4,6;20:9;30:11;35:20;37:20;38:23;41:24
TODD (2)
62:7,7
T-O-D-D (1)
62:7
TODNEM (53)
4:1,13;8:3;10:3,20;23:17;24:13,16;25:2,18;28:7,17,22;29:7,20;30:5,18;31:2,8;34:16,23;35:4,7,9;36:4;41:2;42:21;45:6;46:20;47:5,20;49:9;50:6,21;52:7;53:20;55:17;57:6;59:24;60:2,7,11,22;61:4,16;62:5;64:23;65:15,19,24;66:5;70:5;72:18
Todnem's (1)
10:22
together (1)
40:25
told (2)
46:8;51:12
toll-free (1)
19:19
ton (1)
60:20
tonight (9)
8:20;11:19;16:8;23:10,16;42:8,12;73:4,17
tonight's (1)
11:6
took (6)
9:21;20:24;37:12;41:19;58:15,19
top (1)
54:14
totally (2)
38:8,9
touch (1)
11:21
towards (1)
66:14
tower (1)
49:19
towers (2)
56:9;65:11
town (1)
12:25
towns (2)
52:1;60:18
tractor (1)
46:1
tractors (4)
64:3,3,5,14
trade (1)
7:24
transcript (1)
5:3
transitioning (1)
55:6
transmission (23)
8:23;12:2,3;17:9;26:9;27:17;28:3;30:16,23;31:14;32:21;50:18,19,23;52:24;56:9,13,15,24;68:4,17;71:14;72:6
treated (1)
72:8
TROST (16)
65:21,21;66:1,7,23;67:9,20,25;68:11;69:5,16,22;71:20,25;72:3,12
T-R-O-S-T (1)
65:22
trucks (5)
38:2,3,3,4,13
try (4)
37:16;39:4;49:16;69:12
trying (6)
29:18;53:18;54:5;55:12;58:22;61:11
turbine (1)
72:11
turbines (1)
68:16
turn (4)
8:1;10:25;20:6;56:2
Twin (6)
36:23;68:3,19;69:8,8;72:4
two (13)
13:22;14:4,4;19:2,2;33:7;36:25;38:14,15;54:4,8;64:7;66:12
twofold (1)
66:20
type (2)
70:11;71:18
types (3)
32:11;70:14;71:16
typical (1)
27:5
typically (2)
17:24;69:19

U

ultimately (7)
12:19;13:19;14:21;15:5;16:12;50:9;59:8
Uncle (1)
41:20
undecided (1)
68:23
under (1)
7:11
underneath (3)
38:8,14;45:25
UNIDENTIFIED (1)
47:15
unique (2)
14:12;21:21
uniqueness (1)
57:18

unit (1)
8:9
units (1)
15:3
up (33)
10:14;16:20;20:3;
22:3,7;24:12;26:10;
27:12;32:9;35:18;
36:8;37:1,6;41:18;
42:25;45:15;46:7,7,
15;47:24;48:10;
49:10;51:14;53:16;
58:24,25;59:8;61:11,
12;70:4,24;71:1;73:4
uploading (1)
22:2
use (5)
5:1;19:18,20;66:4;
70:15
used (8)
13:18;20:18,22;
24:22;42:2;44:13;
48:25;55:11
useful (1)
19:11
user (1)
19:13
users (1)
26:18
using (3)
5:24;18:16;60:15
usually (1)
55:14
Utilities (10)
4:18;6:6;8:5,7,12;
9:2;11:16;16:12;
21:25;25:5
utility (2)
8:19;44:23

V

Valley (1)
57:12
valuable (2)
13:17;58:21
value (2)
48:15;56:11
Van (37)
24:10,11,15,17;
25:10,12;26:2,5,8,15,
18,22;27:6,11;28:11,
18;29:5,9;30:1,15,21;
32:12,16;33:12,16,22;
34:4,9,13,20;35:1,6,8;
36:1,3,4;41:12
V-A-N (1)
24:15
vast (1)
32:7
veering (1)
35:24
versus (1)
70:14
viable (1)
14:8
view (1)
22:1
voluntarily (1)
44:4
voluntary (2)
18:1,5
VOR (1)
49:24

W

wake (1)
45:15
walked (2)
10:13;22:10
wall (1)
40:5
Waller (3)
31:3,4;69:25
Walz (1)
60:25
wants (2)
5:3;60:23
warm (1)
40:14
waste (3)
36:15;60:15,16
water (2)
40:6;54:8
way (14)
6:19;12:13;17:21;
30:10;38:8,24;61:6,
20,21;64:10,16;66:2,
3;72:11
ways (5)
21:23;38:21;46:9;
47:19;69:7
web (3)
22:1,2,5
website (6)
15:1;16:23,24;
19:10,17;54:19
weighs (1)
9:8
weirdest (1)
60:12
welcome (3)
4:2;5:24;23:21
wellhead (5)
54:4,7,17,22;55:2
west (1)
54:23
wetland (1)
58:7
wetlands (1)
62:22
what's (3)
57:18;63:21,22
whole (6)
9:10;39:7;54:14;
56:25;63:4;69:13
who's (1)
32:23
widest (1)
58:24
width (2)
12:14,15
wild (1)
59:1
wildlife (2)
59:4;63:2
WILLIAM (2)
36:9,9
wind (32)
13:3;39:15,15;51:8;
52:22;57:2;64:11;
66:4;67:1,7,7,9,19;
68:1,6,10,11,12,16,24,
25;69:2,18,19,23;
70:13,22;71:4,6,10;
72:8,10
windmill (6)
28:13;37:7,8;50:4;
63:17;65:8
windmills (1)
29:13
window (1)
58:2
winter (1)
13:11
wipe (1)
52:1
wire (1)
38:14
wires (1)
18:15
wisdom (1)
36:12
wish (1)
18:6
withhold (1)
64:23
within (10)
17:20,20;19:7;20:1;
44:18,21;57:20,21;
61:20;66:15
without (4)
7:6;29:23;40:4;
71:16
Wm (1)
36:10
word (1)
30:20
words (1)
30:2
work (11)
18:19;20:10;40:25;
45:19,25;46:10,15;
47:17;63:18;69:12;
71:14
worked (3)
32:12,14;44:19
working (1)
67:19
worried (2)
52:6;63:2
worth (1)
51:10
Wright (1)
4:5
writing (1)
6:18
written (4)
10:10,17;47:3;
73:13
wrong (1)
64:16
wrote (1)
28:5

X

Xcel (39)
4:20;7:21,21;8:20;
9:13;11:1,7;14:14;
15:14,20;16:10;
17:15;25:10,12,20,24,
25;26:4,6;27:7;29:2;
30:11,23;32:15;
35:21;38:25;39:8,11;
41:14,16;42:22;
48:13,14;56:20;
65:23;66:1,5,24;67:4
Xcel's (3)
28:20;33:24;59:21

Y

yard (1)
38:2
yards (1)
38:2
year (3)
18:25;19:3;66:19
years (10)
14:7,7;32:23;40:15;
50:3,3;63:5;64:4,4,5
Yellow (1)
4:6

Z

zero (2)
19:14;60:15
zigzag (1)
37:3

1

1 (4)
7:20,20,21;14:1
1,000 (2)
12:12;39:25
10 (3)
38:2;71:24,25
10,000 (1)
51:25
100 (1)
62:14
101 (1)
55:7
10-foot (1)
37:24
10-ton (1)
38:13
110th (1)
62:3
12 (3)
12:6;37:23,23
120 (1)
62:14
13 (4)
7:20,21;21:15,17
14 (1)
55:10
15 (1)
72:23
150 (2)
12:15;61:21
15-day (1)
10:21
15-year (1)
70:12
165 (1)
62:12
174 (1)
71:21
175 (2)
8:22;12:20
180 (2)
8:23;12:20
1950s (1)
27:23

2

2 (1)
14:1
2,000 (1)
51:10
20 (4)
7:21;38:2,3,3
20,000 (1)
55:8
200 (3)
38:2;45:13;57:22
2018 (1)
66:13
2023 (4)
13:7,11,12;66:17
2024 (2)
4:10;73:11
2025 (3)
6:12;10:24;18:24
2026 (1)
19:1
2028 (1)
19:2
2040 (3)

33:9;34:2;66:19
2054 (1)
33:10
2055 (1)
33:10
213 (2)
47:14;61:12
216E (1)
7:1
23-2500-39782 (2)
4:8;73:16
24 (1)
20:1
24/7 (1)
46:4
245 (1)
38:5
25 (1)
20:25
25th (2)
10:11;73:10

3

30 (1)
55:8
300 (3)
52:16;57:20;59:22
310th (2)
45:11;62:9
33 (1)
64:4
345 (3)
8:23;12:2;71:22

4

4 (2)
21:8;41:20
4,000 (1)
51:15
4:30 (1)
73:10
40 (1)
40:14
44 (1)
36:15

5

5 (1)
21:13
5,000 (3)
39:25;51:25;52:13
5,000-foot (1)
58:23
50 (1)
37:25
500 (1)
21:1
50-foot (1)
40:5
51 (1)
63:5

6

6 (3)
6:12;21:14,16
6:00 (1)
4:11
6:43 (1)
73:19
600 (2)
46:11,12
60-foot (2)
54:9,9
63 (3)
14:22;15:16;40:13

7

7 (1)
37:23
70 (1)
40:6
7460-1 (1)
55:10
75 (3)
12:16;61:21,23
77.9 (1)
55:10
7850 (1)
7:2
7th (1)
4:10

8

800 (3)
32:1,2;67:16

9

9.1 (1)
41:14
90 (1)
72:4
901 (1)
4:12
91 (1)
44:18
92 (1)
58:11

Lux Airstrip Map


GLENWOOD 346 GHW
BROOTEN (6D1) 1305 L 35 122.9
MURDOCK (23Y) 1082 – 34 122.9
(Pvt) SCHWENK 1082 – 26
WILLMAR RICE (ILL) AWOS-3 113.7 1127 L 57 122.8
VOR-DME WILLMAR 113.7 Ch 84 ILL
PRINCETON
(Pvt) WINTER 1040 – 26
(Pvt) PAYNESVILLE 1180 – 23
(Pvt) EMPIRE VALLEY 1160 – 23
DARWIN 109.0 Ch 27 DWN
LITCHFIELD (LUF) AWOS-3 109.0 1140 L 40 122.9
L & M (Pvt) 1205 L 24
LUX (Pvt) 1120 – 25
(Pvt) RUNKE 1100 – 26
HUTCHINSON-BUTLER (HCD) AWOS-3 118.525 209 kHz
HUTCHINSON 209 HCD
JOHNSON (Pvt) 1020 L 18
OLIVIA REGIONAL (Y39) 1076 L 35 122.8
HECTOR (1D6) 1077 L 28 122.8
(Pvt) LOTHERTS 1015 – 2
REDWOOD FALLS (RWF) 1023 L 40 123.0
REDWOOD FALLS 113.3 Ch 80 RWF
SCHMIDT (Pvt) 1060 – 18
BS KLGR 1490
MINNEAPOLIS-ST. PAUL TERMINA
Pilots are encouraged to use the Minn
Terminal Area Chart for flights at or
Mr. David J. Lux
50846 160th St.
Cosmos, MN 56228-6702
Glenwood
Sedan
Brooten
Terrace
Elrosa
North Fork
Belgrade
Swift Falls
Sunburg
New London
De Graff
Murdock
Kerkhoven
Shakopee Creek
Willmar
Kandiyohi
Raymond
Svea
Gluek
Clara City
Bunde
Prinsburg
Roseland
Blomkest
Maynard
Granite Falls
Sacred Heart
Renville
Danube
Olivia
Lake Lillian
Cosmos
Thorpe
Corvuso
Cedar Mills
Lake Henry
Regal
Roscoe
Paynesville
Hawick
Eden Valley
Richmond
St Martin
Cold Spring
Rockville
St Nicholas
Watkins
Kimball
Fairhaven
South Haven
Forest City
Kingston
Grove City
Atwater
Litchfield
Darwin
Dassel
Cokato
Silver Lake
Hutchinson
Biscay
Brownton
Sumter
Stewart
Hector
Buffalo Lake
Glenc
Gaylord
Winthrop
Echo
Belview
Delhi
Morton
Redwood Falls
Vesta
Seaforth
Franklin
Fairfax
Gibbon
Minnesota River
COMOS
V 412
054°
060°
076°
095°
283°
45°
4°E
BEEGR
Days only
TLBAT
plant and ponds
Diamond Lake
Green Lake
FITAS
CLAPS

SOUTH

TWIN CITIES

SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

NORTH

Lambert Conformal Conic Projection Standard Parallels 41°20′ and 46°40′
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

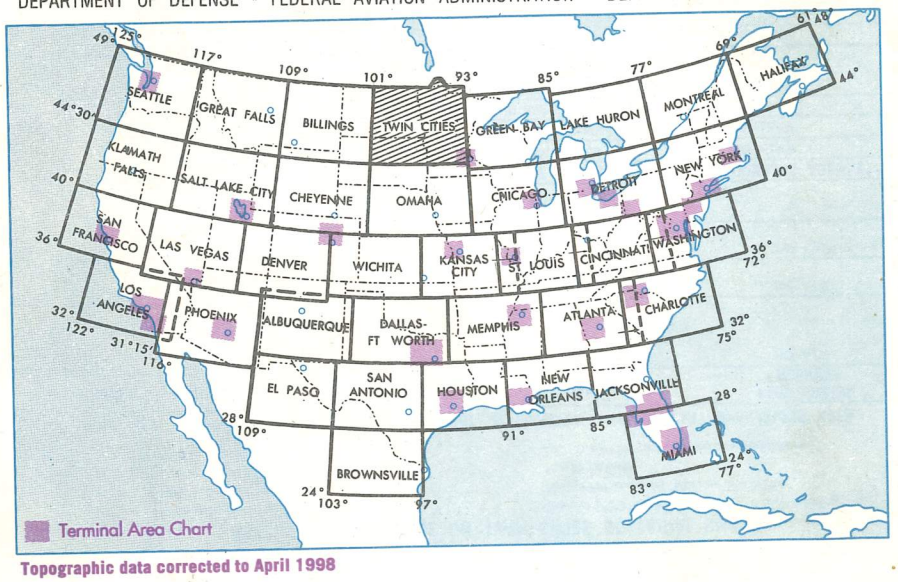
56 TH EDITION July 16, 1998
Includes airspace amendments effective June 18, 1998
and all other aeronautical data received by May 21, 1998

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the **AIRPORT / FACILITY DIRECTORY (A/FD)**. Also consult appropriate **NOTICES TO AIRMEN (NOTAMs)** and other **FLIGHT INFORMATION PUBLICATIONS (FLIPs)** for the latest changes.

This chart will become *OBSOLETE FOR USE IN NAVIGATION* upon publication of the next edition scheduled for *JANUARY 28, 1999*

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:

DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION * DEPARTMENT OF COMMERCE



Topographic data corrected to April 1998

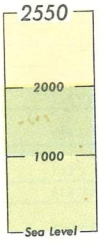
CONTOUR INTERVAL 500 *feet*

500

HIGHEST TERRAIN elevation is *2550 feet*
located at 49°00′N – 100°26′W

Spot elevation..... • *4254*
Approximate elevation ..... x *3200*
Doubtful locations are indicated by omission of the point locator (dot or "x")

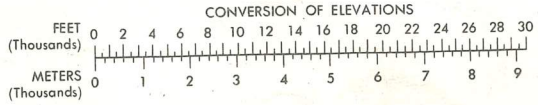
NOTICE
Canadian topographic data corrected to the latest Canadian VFR chart.



The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

CONVERSION OF ELEVATIONS



Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

Spatial Data Sources

Barr. Commerical & Non-Residential Structures. Digitized Data. Compiled 6/3/2024

Barr. Center Pivot Irrigation Systems. Digitized Data. Compiled 6/3/2024

BWSR. RIM Conservation Easements https://gisdata.mn.gov/dataset/bdry-bwsr-rim-cons-easements. Received 2/16/2024

DNR. Calcareous Fens. https://gisdata.mn.gov/dataset/biota-nhis-calcareous-fens. Received 2/19/2024

DNR. Campsites. https://gisdata.mn.gov/dataset/struc-parks-and-trails-campsites. Received 2/16/2024

DNR. Consolidated Conservation & School Trust Lands. Received 2/16/2024

DNR. County Lands. https://gisdata.mn.gov/dataset/plan-stateland-dnrcounty. Received 12/29/2023

DNR. DNR Forest Stand. https://gisdata.mn.gov/dataset/biota-dnr-forest-stand-inventory. Received 2/19/2024

DNR. DNR Native Prairies. https://gisdata.mn.gov/dataset/biota-dnr-native-prairies. Received 2/16/2024

DNR. DNR State Park Trails. https://gisdata.mn.gov/dataset/trans-state-park-trails-roads. Received 2/16/2024

DNR. DNR State Trails. https://gisdata.mn.gov/dataset/trans-state-trails-minnesota. Received 1/3/2024

DNR. Gray Owl Management Area. Not Applicable. Received 4/15/2024

DNR. Hunter Walking Trails. https://gisdata.mn.gov/dataset/trans-hunter-walking-trails. Received 2/16/2024

DNR. Lakes of Biological Significance. https://gisdata.mn.gov/dataset/env-lakes-of-biological-signific. Received 1/3/2024

DNR. Lakes of Biological Significance. https://gisdata.mn.gov/dataset/env-lakes-of-biological-signific. Received 4/25/2024

DNR. MBS Native Plant Communities by Type. https://gisdata.mn.gov/dataset/biota-dnr-native-plant-comm. Received 2/19/2024

DNR. MBS Railroad Right-of-Way Prairies. https://gisdata.mn.gov/dataset/biota-mcbs-railroad-prairies. Received 2/16/2024

DNR. MBS Sites of Biodiversity Significance. https://gisdata.mn.gov/dataset/biota-mcbs-sites-of-biodiversity. Received 2/19/2024

DNR. MDNR Old growth stands. https://gisdata.mn.gov/dataset/biota-dnr-forest-inv-old-growth. Received 2/20/2024

DNR. Mineral Leases (Active vs. Ever Offered). https://gisdata.mn.gov/dataset/plan-state-minleases. Received 12/29/2023

DNR. MN DNR Migratory Fowl Feeding and Resting Areas. https://gisdata.mn.gov/dataset/env-migratory-waterfowl-areas. Received 2/19/2024

DNR. MN DNR Scientific and Natural Areas. https://gisdata.mn.gov/dataset/bdry-scientific-and-nat-areas. Received 2/19/2024

DNR. MN DNR Shallow Lakes https://gisdata.mn.gov/dataset/water-shallow-lakes-id-by-wldlif. Received 1/3/2024

DNR. MN DNR State Aquatic Management Areas https://gisdata.mn.gov/dataset/plan-mndnr-fisheries-acquisition. Received 2/19/2024

DNR. MN DNR State Game Refuges. Not Applicable. Received 5/31/2018

DNR. MN DNR State Water Trails. https://gisdata.mn.gov/dataset/trans-water-trails-minnesota. Received 2/16/2024

DNR. MN DNR State Wildlife Management Areas. https://gisdata.mn.gov/dataset/bdry-dnr-wildlife-mgmt-areas-pub. Received 2/19/2024

DNR. MN DNR Wildlife Action Network. https://gisdata.mn.gov/dataset/env-mnwap-wildlife-action-netwrk. Received 2/19/2024

DNR. MN DNR Wildlife Lakes. https://gisdata.mn.gov/dataset/env-designated-wildlife-lakes. Received 1/3/2024

DNR. NHIS Rare Species. Confidential. Received 9/25/2023

DNR. NWI (MN Update). https://gisdata.mn.gov/dataset/water-nat-wetlands-inv-2009-2014. Received 2/17/2023

DNR. Outstanding Resource Value Waters. Outstanding Resource Value Waters - Resources - Minnesota Geospatial Commons (mn.gov). Received 2/26/2024

DNR. Public Water Inventory Basins. https://gisdata.mn.gov/dataset/water-mn-public-waters. Received 1/3/2024

DNR. Public Water Inventory Streams. https://gisdata.mn.gov/dataset/water-mn-public-waters. Received 1/3/2024

DNR. Public Water Inventory Wetlands. https://gisdata.mn.gov/dataset/water-mn-public-waters. Received 1/3/2024

DNR. Snowmobile Trails. https://gisdata.mn.gov/dataset/trans-snowmobile-trails-mn. Received 2/16/2024

DNR. State Admin Lands. https://gisdata.mn.gov/dataset/bdry-dnr-managed-areas. Received 12/29/2023

DNR. State Fee Lands. https://gisdata.mn.gov/dataset/plan-stateland-dnrcounty. Received 12/29/2023

DNR. State Forest Camp Grounds. https://gisdata.mn.gov/dataset/struc-state-forest-campgrounds. Received 2/16/2024

DNR. State Parks. https://gisdata.mn.gov/dataset/bdry-dnr-lrs-prk. Received 2/16/2024

DNR. Trout Lakes. https://gisdata.mn.gov/dataset/env-trout-lake-designation. Received. 1/3/2024

DNR. Trout Streams. https://gisdata.mn.gov/dataset/env-trout-stream-designations. Received 1/3/2024

DNR. Walk In Access Points. https://gisdata.mn.gov/dataset/bdry-dnr-walk-in-access-sites. Received 2/16/2024

DNR. Water Access Points. https://gisdata.mn.gov/dataset/loc-water-access-sites. Received 2/16/2024

DNR. Wetland Banking Easement. https://gisdata.mn.gov/dataset/bdry-wetland-banking-easements. Received 2/19/2024

DNR. Wild and Scenic River District. https://gisdata.mn.gov/dataset/bdry-wild-and-scenic-river-admin. Received 2/16/2024

FEMA. FEMA Floodplain / Flood Hazard Areas. https://files.dnr.state.mn.us/waters/watermgmt_section/floodplain/flood-map-updates-timeline.pdf. Received 12/29/2023

Itasca County. Zoning Data. https://gisdata.mn.gov/dataset/us-mn-co-itasca-plan-zoning. Received 2/28/2024

Kandiyohi County. Zoning Data. Received 6/11/2024

Lyon County. Zoning Data. Received 6/25/2024

MDH. Hospitals. https://gisdata.mn.gov/dataset/health-facility-hospitals. Received 2/21/2023

MDH. MDH County Well Index. https://gisdata.mn.gov/dataset/water-well-information-non-pws. Received 4/5/2024

MDH. MDH Emergency Response area. Received 5/30/2018

MDH. MDH Wellhead protection area. https://gisdata.mn.gov/dataset/water-wellhead-protection-areas. Received 2/19/2024

MDH. Nursing Homes. https://gisdata.mn.gov/dataset/health-facility-nursing-boarding. Received 2/21/2023

MDHS. Daycares/Child-care centers/Pre-schools. https://gisdata.mn.gov/dataset/econ-child-care. Received 2/21/2023

MDoE. Schools (Public & Private, > Kindergarten). https://gisdata.mn.gov/dataset/struc-school-buildings. Received 2/21/2023

Spatial Data Sources

Meeker County. Zoning Data. Received 5/21/2024

MNDOT. Aggregate Sources. https://gisdata.mn.gov/dataset/geos-aggregate-mapping. Received 12/29/2023

MNDOT. Military Reservation Lands. https://www.arcgis.com/home/item.html?id=6b911a60a5a4465a85fd5c42668bf907. Received 2/20/2024

MNDOT. Native American Reservation Lands. https://www.arcgis.com/home/item.html?id=8fded139728f48b3b374a5dbf41dd4ec. Received 2/20/2024

MNDOT. Scenic Byways. https://gisdata.mn.gov/dataset/trans-routes-tour. Received 2/19/2024

MPCA. Environmental Justice Census Data. https://gisdata.mn.gov/dataset/env-ej-mpca-census. Received 5/31/2024

MPCA. MPCA Impaired Lakes (2024 Proposed). https://gisdata.mn.gov/dataset/env-impaired-water-2024-draft. Received 1/2/2024

MPCA. MPCA Impaired Streams (2024 Proposed). https://gisdata.mn.gov/dataset/env-impaired-water-2024-draft. Received 1/2/2024

MPCA. MPCA What's in My Neighborhood Sites. https://gisdata.mn.gov/dataset/env-my-neighborhood. Received 2/19/2024

Renville County. Zoning Data. https://hub-renvilleco.hub.arcgis.com/search?tags=zoningdownload. Received 5/17/2024

Alignment Alternatives. Digitized based on scoping comments. Received February 2024.

Sherburne County. Parks. https://data-sherburnegis.opendata.arcgis.com/search?tags=parks. Received 2/28/2024

Sherburne County. Zoning Data. https://data-sherburnegis.opendata.arcgis.com/datasets/6dbe4331baeb4e4ca3d41674d3775119_21/explore. Received 2/28/2024

SHPO. Archaeological Sites Data. Confidential. Received 2/8/2024

SHPO. Historic Structures. https://geocrm.gisdata.mn.gov/arcgis/rest/services/MnSHIP_public_external/HistoricProp_public_wfs/FeatureServer. Received 2/8/2024

Stearns County. Zoning Data. Stearns County GIS (arcgis.com). Received 5/22/2024

State of MN. Airport/Heliport Locations. https://gisdata.mn.gov/es/dataset/trans-airports. Received 2/20/2024

State of MN. Christmas tree farms. https://gisdata.mn.gov/dataset/agri-cropland-data-layer-2022. Received 2/20/2024

State of MN. Communication Towers. https://gisdata.mn.gov/dataset/util-fcc. Received 2/20/2024

State of MN. County/Local Trails. https://gisdata.mn.gov/dataset/trans-state-park-trails-roads. Received 7/27/2022

State of MN. Minnesota Fire Stations. https://gisdata.mn.gov/dataset/struc-fire-stations-mn. Received 2/21/2024

State of MN. Minnesota Law Enforcement Locations. https://gisdata.mn.gov/dataset/struc-law-enforce-mn. Received 2/21/2024

State of MN. National Forest. From Chippewa National Forest GIS Coordinator. Received 04/01/2008

State of MN. National Forest. From Superior National Forest GIS Coordinator. Received 04/01/2008

State of MN. National Parks. https://www.dot.state.mn.us/maps/gdma/data/metadata/natparks.htm. Received 01/01/2003

State of MN. State Conservation Easements. https://gisdata.mn.gov/dataset/plan-stateland-dnrcounty. Received 2/16/2024

State of MN. State Forests. Not Applicable. Received 2/16/2024

State of MN. Undocumented or Private Airstrips. https://gisdata.mn.gov/es/dataset/trans-airports. Received 2/20/2024

U of M. UofM 2013 Landcover (Updated). https://conservancy.umn.edu/handle/11299/181555. Received 8/1/2018

USDA. SSURGO Erosion Hazard (Off-Road, Off-Trail). Received 2/20/2024

USDA.SSURGO Hydric soils.Received 2/20/2024

USDA. SSURGO Prime Farmland. Received 2/20/2024

USFWS. Landscape Conservation Coops. https://www.sciencebase.gov/catalog/item/55b943ade4b09a3b01b65d78. 2/16/2024

USFWS. MN DNR Waterfowl Production Area. https://arcgis.dnr.state.mn.us/portal/home/item.html?id=6de3eb66e7e2494ebe3669a29f22ad42. Received 2/20/2024

USFWS. National Wildlife Refuge. https://www.fws.gov/service/national-wildlife-refuge-system-gis-data-and-mapping-tools. Received 2/22/2024

USFWS. USFWS Critical Habitat. https://ecos.fws.gov/ecp/report/table/critical-habitat.html. Received 2/16/2024

USFWS. USFWS Interests. https://catalog.data.gov/dataset/fws-cadastral-geodatabase-external-facing-7b028. Received 2/16/2024

Spatial Data Sources

USGS. NHD Flowlines. https://prd-tnm.s3.amazonaws.com/index.html?prefix=StagedProducts/Hydrography/NHD/State/GDB/. Received 1/3/2024

USGS. NHD Waterbodies. https://prd-tnm.s3.amazonaws.com/index.html?prefix=StagedProducts/Hydrography/NHD/State/GDB/. Received 1/3/2024

USGS. NLCD 2022. https://www.usgs.gov/centers/eros/science/national-land-cover-database. Received 4/10/2024

USGS. PAD-US 3.0. https://www.sciencebase.gov/catalog/item/622262ded34ee0c6b38b6bd3. Received 12/29/2023

Wright County. Zoning Data. Received 5/22/2024

Xcel Energy/Barr. Center Pivot Irrigation Systems. Digitized Data. Received 6/4/2024

Xcel Energy/Barr. Cultural Historic Cemetaries. Digitized Data from Confidential site. Received 5/24/2024

Xcel Energy/Barr. Cultural Archaeological Sites. Digitized Data from Confidential site. Received 5/24//2024

Xcel Energy/Barr. Residences. Digitized Data. Received 3/1/2024

Xcel Energy. Existing Electric Substations. Received 2/20/2024

Xcel Energy. Existing Electric Tranmission Lines. Received 2/20/2024

Xcel Energy. Renville County Zoning. Received 2/20/2024

Xcel Energy. Sherburne County Zoning. Received 2/20/2024

Xcel Energy. Stearns County Zoning. Received 2/20/2024

Yellow Medicine County. Zoning Data. Received 6/4/2024

Source	Comment Number	Scoping ID Number	Type	Original Route (Blue or Purple)	Region	Route Segment(s) or Refinement	Assessed at Regional Level or as a Refinement
Applicant	NA	NA	subpart of Purple Route	applicant proposed Purple Route	Region A	Route Segment A1 (Purple Route)	Regional Level
Public	32	205	Route Segment	Purple variation	Region A	Route Segment A2	Regional Level
Applicant	NA	NA	subpart of Blue Route	applicant proposed Blue Route	Region A	Route Segment A3 (Blue Route)	Regional Level
Applicant	NA	101	Route Connector (proposed by applicant as Connector D)	Connects Blue and Purple Routes (starts at/incorporates part of Blue Route and incorporates ends at Purple Route)	Region A	Route Segment A4 (Blue Route and Route Connector)	Regional Level
Public	111	201	Route Segment	Blue variation	Region A	Route Segment A5	Regional Level
Public	59	202	Route Segment	Blue variation	Region A	Route Segment A6	Regional Level
Lyon County Commissioner	443	203	Route Segment	Blue variation	Region A	Route Segment A7	Regional Level
Public	257	204	Route Segment	Purple refinement	Region A	Refinement (Region Segments A1 [Purple Route], A2)	Refinement
Public	32	206	Route Segment	Purple refinement	Region A	Refinement (Region Segments A1 [Purple Route)	Refinement
Public	61	207	Route Segment	Refinement related to route connector route segment starting and ending on Route Connector 101	Region A	Refinement (Route Segment A4)	Refinement
Public	101	208	Route Segment	Refinement related to route connector route segment starting and ending on Route Connector 101	Region A	Refinement (Route Segment A4)	Refinement

Source	Comment Number	Scoping ID Number	Type	Original Route (Blue or Purple)	Region	Route Segment(s) or Refinement	Assessed at Regional Level or as a Refinement
Applicant	NA	NA	subpart of Purple Route	applicant proposed Purple Route	Region B	Route Segment B1 (Purple Route)	Regional Level
Public	320	102	Route Connector	Connects Blue and Purple Routes (starts at Blue Route and incorporates part of/ends at Purple Route)	Region B	Route Segment B2	Regional Level
Public	266	209	Route Segment	Purple variation	Region B	Route Segment B3	Regional Level
Applicant	NA	NA	subpart of Blue Route	applicant proposed Blue Route	Region B	Route Segment B4 (Blue Route)	Regional Level
Public	101	210	Route Segment	Purple refinement	Region B	Refinement (Route Segment B1 [Purple Route])	Refinement
Public	266	221	Route Segment	Purple refinement	Region B	Refinement (Route Segment B1 [Purple Route], B2)	Refinement
Public	289	211	Route Segment	Blue refinement	Region B	Refinement (Route Segment B4 [Blue Route])	Refinement
Public	289	219	Route Segment	Blue refinement	Region B	Refinement (Route Segment B4 [Blue Route])	Refinement
Public	102	212	Route Segment	Blue refinement	Region B	Refinement (Route Segment B4 [Blue Route])	Refinement
Public	22	213	Route Segment	Blue refinement	Region B	Refinement (Route Segment B4 [Blue Route])	Refinement
Public	30	214	Route Segment	Blue refinement	Region B	Refinement (Route Segment B4 [Blue Route])	Refinement
Public	3	220	Route Segment	Blue refinement	Region B	Refinement (Route Segment B4 [Blue Route])	Refinement
Public	270	215	Route Segment	Blue refinement	Region B	Refinement (Route Segment B4 [Blue Route])	Refinement
Public	84	216	Route Segment	Blue refinement	Region B	Refinement (Route Segment B4 [Blue Route])	Refinement
Public	209	217	Route Segment	Blue refinement	Region B	Refinement (Route Segment B4 [Blue Route])	Refinement
Public	209	218	Route Segment	Blue refinement	Region B	Refinement (Route Segment B4 [Blue Route])	Refinement

Source	Comment Number	Scoping ID Number	Type	Original Route (Blue or Purple)	Region	Route Segment(s) or Refinement	Assessed at Regional Level or as a Refinement
Applicant	NA	NA	subpart of Purple Route	applicant proposed Purple Route	Region C	Route Segment C1 (Purple Route)	Regional Level
Public	35	103	Route Connector	Connects Blue and Purple Routes (starts at Purple Route and incorporates part of/ends at Blue Route)	Region C	Route Segment C2 (starts at Purple Route and incorporates part of/ends at Blue Route)	Regional Level
Applicant	NA	104	Route Connector (proposed by applicant as Connector C)	Connects Blue and Purple Routes (starts at Purple Route and incorporates part of/ends at Blue Route)	Region C	Route Segment C3 (starts at Purple Route and incorporates part of/ends at Blue Route)	Regional Level
Applicant	NA	NA	subpart of Blue Route	applicant proposed Blue Route	Region C	Route Segment C4 (Blue Route)	Regional Level
Public	256	224	Route Segment	Purple refinement	Region C	Refinement (Route Segment C1 [Purple Route])	Refinement
Public	130	225	Route Segment	Purple refinement	Region C	Refinement (Route Segment C1 [Purple Route])	Refinement
Public	306	222	Route Segment	Blue refinement	Region C	Refinement (Route Segment C2, C4 [Blue Route])	Refinement
Public	200	223	Route Segment	Blue refinement	Region C	Refinement (Route Segment C2, C4 [Blue Route])	Refinement

Source	Comment Number	Scoping ID Number	Type	Original Route (Blue or Purple)	Region	Route Segment(s) or Refinement	Assessed at Regional Level or as a Refinement
Applicant	NA	105	Route Connector (proposed by applicant as Connector B) (two-way)	Can be used to connect Blue and Purple (two-way connector)	Region D	Route Connector 105	Two-Way Route Connector
Applicant	NA	NA	subpart of Purple Route	applicant proposed Purple Route	Region D	Route Segment D1 (Purple Route)	Regional Level
Public	46	228	Route Segment	Purple variation	Region D	Route Segment D2	Regional Level
Applicant	NA	106	Route Connector (proposed by applicant as Connector A)	Connects Blue and Purple Routes (starts at/incorporates part of Purple Route and incorporates part of/ends at Blue Route)	Region D	Route Segment D3	Regional Level
Applicant	NA	NA	subpart of Blue Route	applicant proposed Blue Route	Region D	Route Segment D4 (Blue Route)	Regional Level
Public	246	226	Route Segment	Blue variation (also includes some of Route Connector 106)	Region D	Route Segment D5	Regional Level
Public	46	227	Route Segment	Blue variation	Region D	Route Segment D6	Regional Level
Applicant	NA	NA	NA	Blue Route, Route Connector 106, and a portion of the Purple Route.	Region D	Route Segment D7	Regional Level
Public	62	229	Route Segment	Purple refinement	Region D	Refinement (Route Segment D1 [Purple Route], D2)	Refinement
Public	45	107	Route Connector (two-way)	Can be used to connect Blue and Purple (two-way connector)	Region E	Route Connector 107	Two-Way Route Connector

Source	Comment Number	Scoping ID Number	Type	Original Route (Blue or Purple)	Region	Route Segment(s) or Refinement	Assessed at Regional Level or as a Refinement
Applicant	NA	NA	subpart of Purple Route	applicant proposed Purple Route	Region E	Route Segment E1 (Purple Route)	Regional Level
Applicant	NA	NA	subpart of Blue Route	applicant proposed Blue Route	Region E	Route Segment E2 (Blue Route)	Regional Level
Public	132	230	Route Segment	Purple refinement	Region E	Refinement (Route Segment E1 [Purple Route])	Refinement
Public	79	231	Route Segment	Purple refinement	Region E	Refinement (Route Segment E1 [Purple Route])	Refinement
Public	143	232	Route Segment	Purple refinement	Region E	Refinement (Route Segment E1 [Purple Route])	Refinement

Source	Comment Number	Scoping ID Number	Type	Original Route (Blue or Purple)	Region	Route Segment(s) or Refinement	Assessed at Regional Level or as a Refinement
Public	27	108	Route Connector (two-way)	Can be used to connect Blue and Purple (two-way connector)	Region F	Route Connector 108	Two-Way Route Connector
Applicant	NA	NA	subpart of Purple Route	applicant proposed Purple Route	Region F	Route Segment F1 (Purple Route)	Regional Level
Public	81	110	Route Connector	Connects Blue and Purple Routes (starts at/incorporates part of Purple Route and incorporates part of/ends at Blue Route)	Region F	Route Segment F2	Regional Level
DNR	285	109	Route Connector	Connects Blue and Purple Routes (starts at/incorporates part of Purple Route and incorporates part of/ends at Blue Route)	Region F	Route Segment F3	Regional Level
Applicant	NA	NA	subpart of Blue Route	applicant proposed Blue Route	Region F	Route Segment F4 (Blue Route)	Regional Level
Public	222	234a	Route Segment	Blue variation (starts at/incorporates part of Blue Route and ends at Purple Route)	Region F	Route Segment F5	Regional Level
DNR	285	233	Route Segment	Blue variation	Region F	Route Segment F6	Regional Level
Public	110 and 234a	110 and 234a	Route Segment F7 combines 110 and 234a	Purple variation	Region F	Route Segment F7	Regional Level
Public	109, 110, and 234a	109, 110, and 234a	Route Segmetn F8 combines components of 109, 110, and 234a	Blue to purple (part of Blue, two route connector parts [109 and 110], one route segment part (234a), and a part of Purple)	Region F	Route Segment F8	Regional Level

Source	Comment Number	Scoping ID Number	Type	Original Route (Blue or Purple)	Region	Route Segment(s) or Refinement	Assessed at Regional Level or as a Refinement
Applicant	NA	NA	subpart of Blue Route	applicant proposed Blue Route	Region G	Route Segment G1 (Blue Route)	Regional Level
Public	222	234b	Route Segment	Blue variation	Region G	Route Segment G2	Regional Level
Applicant	NA	NA	subpart of Purple Route	applicant proposed Purple Route	Region G	Route Segment G3 (Purple Route)	Regional Level
DNR	285	115	Route Connector	Connects Blue and Purple Routes (starts at/incorporates part of Blue Route and ends at Purple Route)	Region G	Route Segment G4	Regional Level
DNR	285	241	Route Segment	Purple variation	Region G	Route Segment G5	Regional Level
Public	178	111	Route Connector	Connects Blue and Purple Routes (starts at/incorporates part of Blue Route and ends at Purple Route)	Region G	Route Segment G6	Regional Level
Public	214	235	Route Segment	Blue refinement	Region G	Refinement (Route Segment G1 [Blue Route], G4)	Refinement
Public	56	236	Route Segment	Blue refinement	Region G	Refinement (Route Segment G1 [Blue Route], G4)	Refinement
Public	56	237	Route Segment	Blue refinement	Region G	Refinement (Route Segment G1 [Blue Route])	Refinement
Public	49	238	Route Segment	Blue refinement	Region G	Refinement (Route Segment G1 [Blue Route], G4)	Refinement
Public	162	239	Route Segment	Blue refinement	Region G	Refinement (Route Segment G1 [Blue Route], G4)	Refinement
Public	162	240	Route Segment	Blue refinement	Region G	Refinement (Route Segment G1 [Blue Route], G4)	Refinement
DNR	285	249 (previously 113)	Route Connector	Refinement related to route connector route segment starting at Blue Route and ending on Route Connector 115	Region G	Refinement (Route Segment G4)	Refinement

Source	Comment Number	Scoping ID Number	Type	Original Route (Blue or Purple)	Region	Route Segment(s) or Refinement	Assessed at Regional Level or as a Refinement
DNR	285	244	Route Segment	Blue refinement	Region G	Refinement (Route Segment G1 [Blue Route], G2)	Refinement
Public	167	245	Route Segment	Blue refinement	Region G	Refinement (Route Segment G1 [Blue Route], G2)	Refinement
Public	167	246	Route Segment	Blue refinement	Region G	Refinement (Route Segment G1 [Blue Route], G2)	Refinement
Public	197	242	Route Segment	Purple refinement	Region G	Refinement (Route Segment G3 [Purple Route], G5)	Refinement
DNR	285	250 (previously 112)	Route Connector	Refinement related to route connector route segment starting at Blue Route and ending on Route Connector 115	Region G	Refinement (Route Segment G4)	Refinement
Public	302	243	Route Segment	Purple refinement	Region G	Refinement (Route Segment G3 [Purple Route], G5)	Refinement
DNR	285	247	Route Segment	Purple refinement	Region G	Refinement (Route Segment G3 [Purple Route], G4, G5)	Refinement
DNR	285	248	Route Segment	Purple refinement	Region G	Refinement (Route Segment G3 [Purple Route], G4, G5)	Refinement
DNR	285	114 (eliminated - incorporated into new 115)	Route Connector	used to connects Blue and Purple Routes	Region G	NA - Mapping of 114 and 115 changed between scoping and DEIS. The same areas are included, but mapped differently.	NA
Applicant	NA	Green Segment	Route Segment	NA	NA	NA	NA

		Commerical & Non-Residential Structures					Residences (Houses)				
		0-75 ft Count	75-250 ft Count	250-500 ft Count	500-1,600 ft Count	Total Count	0-75 ft Count	75-250 ft Count	250-500 ft Count	500-1,600 ft Count	Total Count
Route Segment	**Length (mi)**										
A1 (Purple Route)	17.49	0	23	30	98	151	0	12	6	19	37
A2	17.58	0	25	54	109	188	0	13	8	20	41
A3 (Blue Route)	14.59	0	1	10	67	78	0	1	3	9	13
A4	18.14	0	7	15	93	115	0	2	4	10	16
A5	15.11	2	10	50	143	205	0	11	13	21	45
A6	14.54	0	2	18	114	134	0	4	5	28	37
A7	14.56	0	2	24	123	149	0	5	4	30	39
B1 (Purple Route)	45.41	4	14	50	377	445	0	2	11	84	97
B2	51.03	3	27	115	311	456	0	8	16	59	83
B3	46.92	5	21	100	297	423	0	8	19	41	68
B4 (Blue Route)	75.26	0	21	86	367	474	0	9	18	50	77
C1 (Purple Route)	55.98	1	26	42	468	537	0	12	16	89	117
C2	58.53	0	21	139	467	627	0	11	21	56	88
C3	57.9	2	31	102	466	601	0	7	15	64	86
C4 (Blue Route)	28.61	0	8	63	248	319	0	5	12	29	46
D1 (Purple Route)	9.06	0	9	23	59	91	0	3	3	8	14
D2	9.24	0	12	33	79	124	0	5	4	10	19
D3	10.1	0	3	38	81	122	0	4	5	12	21
D4 (Blue Route)	10.78	0	3	36	87	126	0	4	5	12	21
D5	10.86	0	1	31	83	115	0	2	4	14	20
D6	11.39	0	3	39	102	144	0	5	8	14	27
D7	12.76	0	9	22	114	145	0	3	3	15	21
E1 (Purple Route)	17.68	0	5	38	186	229	0	5	6	48	59
E2 (Blue Route)	16.55	0	20	41	152	213	0	12	9	29	50
F1 (Purple Route)	2.24	0	7	22	55	84	0	5	5	17	27
F2	2.28	1	15	14	41	71	0	7	3	14	24
F3	2.71	0	4	14	61	79	0	3	1	22	26
F4 (Blue Route)	2.7	0	0	2	24	26	0	0	2	30	32
F5	2.43	1	15	21	27	64	0	8	5	27	40
F6	2.65	0	0	6	42	48	0	1	2	32	35
F7	2.14	1	20	30	38	89	0	10	6	12	28
F8	2.69	1	12	19	32	64	0	5	5	30	40
G1 (Blue Route)	25.43	5	71	79	146	301	0	38	29	136	203
G2	24.63	5	63	113	162	343	0	48	53	155	256
G3 (Purple Route)	22.7	6	35	78	218	337	0	30	44	108	181
G4	25	3	44	108	268	423	0	27	54	110	190
G5	24.25	6	42	96	241	385	0	34	48	135	216
G6	22.74	3	38	88	210	339	0	27	49	106	181

Residential counts in red were updated in the FEIS to reflect two new residences constructed since the DEIS and one residence removed since the DEIS.

		Human Settlement - Aesthetics													
		Right-of-Way Paralleling by Type													
		Transmission Line		Road		Railroad		Pipeline		Transmission Line, Road, Railroad, or Pipeline		Field, Parcel, or Section Lines		Total Paralleling	
		Length	Length	Length	Length	Length	Length	Length	Length	Length	Length	Length	Length	Length	Length
Route Segment	Length (mi)	Length (mi)	Percent	Length (mi)	Percent	Length (mi)	Percent	Length (mi)	Percent	Length (mi)	Percent	Length (mi)	Percent	Length (mi)	Percent
A1 (Purple Route)	17.49	1.0	6	13.0	74	0.0	0	0.0	0	13.0	74	17.2	98	17.2	98
A2	17.58	1.0	6	15.6	89	0.0	0	0.0	0	15.6	89	17.3	98	17.3	98
A3 (Blue Route)	14.59	0.0	0	4.0	27	0.0	0	0.0	0	4.0	27	14.3	98	14.3	98
A4	18.14	1.5	8	7.0	38	0.0	0	0.0	0	7.0	38	16.8	92	16.8	92
A5	15.11	3.7	24	9.1	60	0.0	0	0.0	0	9.1	60	14.9	98	14.9	98
A6	14.54	< 0.1	< 1	8.1	55	0.0	0	0.0	0	8.1	55	14.5	100	14.5	100
A7	14.56	< 0.1	< 1	10.0	69	0.0	0	0.0	0	10.0	69	14.6	100	14.6	100
B1 (Purple Route)	45.41	6.0	13	18.3	40	0.0	0	< 0.1	< 1	24.4	54	40.7	90	43.1	95
B2	51.03	5.5	11	30.6	60	0.0	0	0.0	0	35.1	69	46.6	91	48.9	96
B3	46.92	5.5	12	26.6	57	0.0	0	0.1	< 1	32.1	69	44.3	94	46.2	99
B4 (Blue Route)	75.26	14.7	20	29.0	39	0.0	0	0.0	0	33.4	44	71.0	94	71.3	95
C1 (Purple Route)	55.98	6.1	11	23.0	41	3.4	6	0.1	< 1	26.7	48	49.6	89	50.1	90
C2	58.53	0.0	0	45.6	78	0.0	0	1.7	3	45.6	78	56.5	97	56.5	97
C3	57.9	0.0	0	16.8	29	0.0	0	1.7	3	16.9	29	52.8	91	52.8	91
C4 (Blue Route)	28.61	0.0	0	19.3	68	0.0	0	1.7	6	19.4	68	26.6	93	26.6	93
D1 (Purple Route)	9.06	0.0	0	4.9	54	0.0	0	0.0	0	4.9	54	7.8	86	7.8	86
D2	9.24	0.0	0	7.1	77	0.0	0	0.0	0	7.1	77	8.5	92	8.5	92
D3	10.1	0.0	0	5.1	51	0.0	0	0.0	0	5.1	51	9.0	89	9.0	89
D4 (Blue Route)	10.78	0.0	0	4.5	42	0.0	0	0.0	0	4.5	42	8.5	79	8.5	79
D5	10.86	0.0	0	4.3	40	0.0	0	0.0	0	4.3	40	8.8	81	8.8	81
D6	11.39	0.0	0	6.7	59	0.0	0	0.0	0	6.7	59	9.7	85	9.7	85
D7	12.76	0.0	0	4.3	34	0.0	0	0.0	0	4.3	34	10.3	81	10.3	81
E1 (Purple Route)	17.68	0.0	0	3.0	17	2.3	13	0.0	0	5.3	30	15.6	88	15.6	88
E2 (Blue Route)	16.55	0.0	0	8.7	52	0.0	0	0.0	0	8.7	52	14.2	86	14.2	86
F1 (Purple Route)	2.24	0.0	0	1.6	72	0.0	0	0.0	0	1.6	72	2.2	100	2.2	100
F2	2.28	0.0	0	1.4	61	0.0	0	0.0	0	1.4	61	2.1	94	2.1	94
F3	2.71	0.0	0	0.8	28	0.0	0	0.0	0	0.8	28	1.7	63	1.7	63
F4 (Blue Route)	2.7	0.0	0	< 0.1	< 1	0.0	0	0.4	16	0.4	16	2.7	100	2.7	100
F5	2.43	0.0	0	1.5	60	0.0	0	0.3	11	1.7	71	2.4	100	2.4	100
F6	2.65	0.0	0	0.3	10	0.0	0	0.3	11	0.5	21	1.7	63	1.7	63
F7	2.14	0.0	0	2.1	99	0.0	0	0.0	0	2.1	99	2.1	100	2.1	100
F8	2.69	0.0	0	1.3	48	0.0	0	0.3	10	1.6	58	2.3	85	2.3	85
G1 (Blue Route)	25.43	2.5	10	13.9	55	0.0	0	0.0	0	15.0	59	22.9	90	23.5	92
G2	24.63	2.5	10	14.1	57	0.0	0	0.0	0	15.2	62	21.2	86	22.3	91
G3 (Purple Route)	22.7	3.4	15	12.6	55	0.0	0	0.0	0	13.4	59	19.3	85	19.6	86
G4	25	3.4	14	15.1	60	0.0	0	0.0	0	16.0	64	23.0	92	23.3	93
G5	24.25	3.4	14	16.1	66	0.0	0	0.0	0	17.0	70	20.9	86	21.6	89
G6	22.74	3.4	15	13.3	59	0.0	0	0.0	0	14.2	63	20.5	90	20.8	92

		Human Settlement - Recreation											
		MN Department of Natural Resources State Water Trails			Scenic Byways			Snowmobile Trails			Wild and Scenic Rivers		
		Crossing Count	Within ROW Length (ft)	Within Route Width Length (ft)	Crossing Count	Within ROW Length (ft)	Within Route Width Length (ft)	Crossing Count	Within ROW Length (mi)	Within Route Width Length (mi)	Crossing Count	Within ROW Length (ft)	Within Route Width Length (ft)
Route Segment	**Length (mi)**												
A1 (Purple Route)	17.49	0	0	0	0	0	0	2.0	2.6	5.8	0	0	0
A2	17.58	0	0	0	0	0	0	12.0	5.1	10.7	0	0	0
A3 (Blue Route)	14.59	0	0	0	0	0	0	0	0	0	0	0	0
A4	18.14	0	0	0	0	0	0	0	0	0	0	0	0
A5	15.11	0	0	0	0	0	0	12.0	5.1	10.4	0	0	0
A6	14.54	0	0	0	0	0	0	0	0	0	0	0	0
A7	14.56	0	0	0	0	0	0	0	0	0	0	0	0
B1 (Purple Route)	45.41	2	374	2,535	1	150	1,005	5.0	1.2	4.0	1	164	1,137
B2	51.03	2	326	2,254	1	150	1,005	3.0	0.1	0.6	1	164	1,137
B3	46.92	2	374	2,535	1	150	1,005	7.0	1.2	4.2	1	164	1,137
B4 (Blue Route)	75.26	3	551	3,790	1	179	1,191	29.0	11.6	20.5	1	225	1,524
C1 (Purple Route)	55.98	0	0	0	0	0	0	19.0	2.5	11.5	0	0	0
C2	58.53	0	0	0	0	0	0	7.0	0.5	2.9	0	0	0
C3	57.9	0	0	0	0	0	0	7.0	0.8	3.8	0	0	0
C4 (Blue Route)	28.61	0	0	0	0	0	0	3.0	0.1	0.6	0	0	0
D1 (Purple Route)	9.06	1	152	1,608	0	0	0	5.0	0.7	1.2	1	153	1,479
D2	9.24	1	152	1,608	0	0	0	5.0	0.7	1.2	1	153	1,479
D3	10.1	1	151	2,222	0	0	0	5.0	1.3	2.3	1	155	2,177
D4 (Blue Route)	10.78	1	151	2,222	0	0	0	6.0	1.6	2.9	1	155	2,177
D5	10.86	1	151	2,222	0	0	0	6.0	1.6	2.9	1	155	2,177
D6	11.39	1	151	2,222	0	0	0	6.0	1.6	2.9	1	155	2,177
D7	12.76	1	152	1,608	0	0	0	6.0	1.0	1.8	1	153	1,479
E1 (Purple Route)	17.68	0	0	0	0	0	0	7.0	0.7	2.4	0	0	0
E2 (Blue Route)	16.55	0	0	0	0	0	0	6.0	2.5	4.1	0	0	0
F1 (Purple Route)	2.24	0	0	0	0	0	0	1.0	< 0.1	0.2	0	0	0
F2	2.28	0	0	0	0	0	0	1.0	< 0.1	0.2	0	0	0
F3	2.71	0	0	0	0	0	0	1.0	< 0.1	0.2	0	0	0
F4 (Blue Route)	2.7	0	0	0	0	0	0	1.0	< 0.1	0.2	0	0	0
F5	2.43	0	0	0	0	0	0	1.0	< 0.1	0.2	0	0	0
F6	2.65	0	0	0	0	0	0	1.0	< 0.1	0.2	0	0	0
F7	2.14	0	0	0	0	0	0	1.0	< 0.1	0.2	0	0	0
F8	2.69	0	0	0	0	0	0	1.0	< 0.1	0.2	0	0	0
G1 (Blue Route)	25.43	1	274	3,478	1	169	1,141	2.0	0.1	0.5	1	310	3,738
G2	24.63	1	274	3,478	1	169	1,141	2.0	0.1	0.5	1	310	3,738
G3 (Purple Route)	22.7	1	151	1,008	3	5,726	12,344	5.0	0.6	2.6	1	151	1,006
G4	25	1	151	1,008	3	5,726	12,344	5.0	0.6	2.6	1	151	1,006
G5	24.25	1	151	1,008	3	5,726	12,344	5.0	0.6	2.6	1	151	1,006
G6	22.74	1	151	1,008	3	5,726	12,344	5.0	0.6	2.6	1	151	1,006

		Land-based Economies - Agriculture									
		Airports / Heliports	United States Department of Agriculture Natural Resource Conservation Service Prime Farmland by Type						Center-Pivot Irrigation		
		Private	All areas are prime farmland	Farmland of statewide importance	Prime farmland if drained	Prime farmland if protected from flooding or not frequently flooded during the growing season	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	Total Prime Farmland	Crossing (> 1,000 ft span)	Crossing	Within ROW
		Within 1 mi	Within Route Width	Within Route Width	Within Route Width	Within Route Width	Within Route Width	Within Route Width	Count	Length (ft)	Area (ac)
Route Segment	Length (mi)	Count	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)			
A1 (Purple Route)	17.49	0	1,064	173	502	189	0	1,755	0	0	0
A2	17.58	0	1,114	190	484	189	0	1,787	0	0	0
A3 (Blue Route)	14.59	0	1,009	86	538	43	0	1,590	0	0	0
A4	18.14	0	1,119	70	851	80	0	2,049	0	0	0
A5	15.11	0	1,065	143	408	51	0	1,523	0	0	0
A6	14.54	0	974	105	522	54	0	1,550	0	0	0
A7	14.56	0	1,009	97	522	51	0	1,583	0	0	0
B1 (Purple Route)	45.41	0	2,488	276	2,388	69	0	4,945	0	0	0
B2	51.03	1	2,650	308	2,862	95	6	5,613	0	0	0
B3	46.92	1	2,501	275	2,566	73	0	5,140	0	0	0
B4 (Blue Route)	75.26	1	3,185	952	6,060	164	28	9,437	0	0	0
C1 (Purple Route)	55.98	0	2,975	546	3,079	0	0	6,055	0	728	1
C2	58.53	1	2,096	556	4,297	19	0	6,412	0	1,147	2
C3	57.9	1	2,865	395	3,637	0	0	6,502	0	1,147	2
C4 (Blue Route)	28.61	1	819	320	2,201	7	0	3,028	0	1,147	2
D1 (Purple Route)	9.06	0	392	116	435	0	0	828	0	0	0
D2	9.24	0	432	116	416	0	0	848	0	0	0
D3	10.1	0	422	82	551	< 1	0	973	0	0	0
D4 (Blue Route)	10.78	0	410	116	674	< 1	0	1,085	1	1,613	6
D5	10.86	0	403	100	665	< 1	0	1,068	1	1,613	6
D6	11.39	0	498	127	616	< 1	0	1,114	1	1,613	6
D7	12.76	0	516	174	743	0	0	1,259	1	1,613	6
E1 (Purple Route)	17.68	0	783	414	548	0	0	1,332	0	0	0
E2 (Blue Route)	16.55	1	658	442	480	0	0	1,138	0	0	< 1
F1 (Purple Route)	2.24	0	94	107	0	0	0	94	0	0	1
F2	2.28	0	95	120	1	0	0	96	0	0	< 1
F3	2.71	0	117	152	0	0	0	117	0	0	1
F4 (Blue Route)	2.7	0	89	189	5	0	0	93	2	3,772	14
F5	2.43	0	102	168	0	0	0	102	1	1,697	7
F6	2.65	0	109	157	0	0	0	109	1	1,697	7
F7	2.14	0	91	135	0	0	0	91	0	0	< 1
F8	2.69	0	106	179	0	0	0	106	1	1,697	7
G1 (Blue Route)	25.43	0	452	938	62	0	0	514	3	12,587	43
G2	24.63	0	457	804	63	0	0	520	3	11,593	36
G3 (Purple Route)	22.7	0	298	1,198	32	22	0	352	3	11,623	43
G4	25	0	445	1,261	63	22	0	529	4	13,912	48
G5	24.25	0	311	1,259	49	22	0	382	4	13,205	47
G6	22.74	0	274	1,245	29	22	0	325	3	10,921	39

Note regarding center-pivot irrigation (added at time of FEIS): The referenced data was used to help inform locations of irrigation system crossings and the narrative in the EIS summarizes EERA's understanding of where imapcts to systems are likely or unlikely to be avoided.

		Archaeological and Historic Resources						Natural Environment - Public and Designated Lands				
								MN Department of Natural Resources Conservation Easements by Type				
		Cultural Resources - Archaeological Sites		Cultural Resources - Historical Sites		Cultural Resources - Historical Cemeteries		Federal CREP Easements	State RIM Easements	MN Department of Natural Resources Native Prairie Bank Easements	Wild and Scenic River	Water Bank
		Within Route Width	Within 1 mi	Within Route Width	Within 1 mi	Within Route Width	Within 1 mi	Within Route Width	Within Route Width	Within Route Width	Within Route Width	Within Route Width
		Count	Count	Count	Count	Count	Count	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)
Route Segment	**Length (mi)**											
A1 (Purple Route)	17.49	2	8	5	11	0	0	11	0	0	0	0
A2	17.58	3	10	8	12	0	0	6	0	0	0	0
A3 (Blue Route)	14.59	1	17	1	17	0	3	5	0	0	0	0
A4	18.14	1	15	1	12	0	2	0	13	0	0	0
A5	15.11	2	21	4	17	1	4	11	0	26	0	0
A6	14.54	1	16	3	16	0	4	5	0	0	0	0
A7	14.56	3	17	3	17	0	4	5	0	0	0	0
B1 (Purple Route)	45.41	3	22	16	124	2	11	101	15	0	0	0
B2	51.03	5	22	18	133	2	12	96	10	0	0	0
B3	46.92	2	23	16	95	5	14	101	15	0	0	0
B4 (Blue Route)	75.26	3	27	16	58	5	17	371	32	122	0	4
C1 (Purple Route)	55.98	1	12	9	47	4	11	32	10	0	0	0
C2	58.53	1	5	7	33	3	9	91	0	0	0	0
C3	57.9	0	6	8	64	1	12	15	13	0	0	0
C4 (Blue Route)	28.61	0	2	4	23	1	6	0	0	0	0	0
D1 (Purple Route)	9.06	0	0	3	9	0	0	0	0	0	0	0
D2	9.24	0	0	3	8	0	0	0	0	0	0	0
D3	10.1	0	0	4	10	0	0	0	0	0	0	0
D4 (Blue Route)	10.78	0	0	3	8	0	0	0	0	0	0	0
D5	10.86	0	0	3	8	0	0	0	0	0	0	0
D6	11.39	0	0	3	8	0	0	0	0	0	0	0
D7	12.76	0	0	3	9	0	0	0	0	0	0	0
E1 (Purple Route)	17.68	0	1	4	25	1	6	0	0	0	0	0
E2 (Blue Route)	16.55	0	3	4	17	0	5	0	0	0	0	0
F1 (Purple Route)	2.24	0	1	1	1	0	1	0	0	0	0	0
F2	2.28	0	1	1	1	0	1	0	0	0	0	0
F3	2.71	0	1	1	1	0	1	0	0	0	0	0
F4 (Blue Route)	2.7	0	1	1	6	0	1	0	0	0	0	0
F5	2.43	0	1	1	6	0	1	0	0	0	0	0
F6	2.65	0	1	1	6	0	1	0	0	0	0	0
F7	2.14	0	1	1	1	0	1	0	0	0	0	0
F8	2.69	0	1	1	6	0	1	0	0	0	0	0
G1 (Blue Route)	25.43	4	16	5	35	1	4	0	0	0	30	0
G2	24.63	6	17	6	36	2	4	0	0	0	30	0
G3 (Purple Route)	22.7	0	8	12	33	1	3	0	0	0	0	0
G4	25	0	8	12	33	1	2	0	0	0	0	0
G5	24.25	0	10	12	36	2	3	0	0	0	0	0
G6	22.74	0	8	12	33	1	3	0	0	0	0	0

		Natural Environment - Vegetation													
		National Landcover Dataset													
		Agricultural (cultivated crops; hay and pasture)		Forest (upland and wetland)		Herbaceous (upland and wetland)		Open Water		Developed (low-med-high intensity; open space)		Cultivated Crops		Hay and Pasture	
		Within ROW	Within Route Width	Within ROW	Within Route Width	Within ROW	Within Route Width	Within ROW	Within Route Width	Within ROW	Within Route Width	Within ROW	Within Route Width	Within ROW	Within Route Width
Route Segment	Length (mi)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)
A1 (Purple Route)	17.49	197	1,816	0	7	12	94	0	0	110	210	184	1,695	13	121
A2	17.58	193	1,787	0	7	14	94	0	0	113	247	186	1,720	7	67
A3 (Blue Route)	14.59	219	1,648	5	33	2	23	0	0	39	77	211	1,590	8	59
A4	18.14	259	2,012	5	29	6	45	0	0	60	123	252	1,962	7	50
A5	15.11	218	1,552	1	27	12	99	< 1	3	43	163	204	1,473	14	80
A6	14.54	185	1,542	3	36	4	49	0	0	73	147	180	1,495	4	48
A7	14.56	177	1,525	3	36	2	44	0	0	83	167	172	1,467	5	58
B1 (Purple Route)	45.41	665	4,687	2	15	30	250	1	7	127	541	646	4,547	19	140
B2	51.03	695	5,405	1	15	24	208	4	33	203	509	678	5,266	18	139
B3	46.92	615	4,941	2	15	27	222	1	7	208	497	598	4,816	17	125
B4 (Blue Route)	75.26	1,082	9,618	7	88	50	545	3	26	225	577	1,068	9,468	13	150
C1 (Purple Route)	55.98	827	6,101	< 1	35	8	96	< 1	3	183	565	814	6,000	13	101
C2	58.53	740	6,164	1	46	19	149	0	6	304	741	735	6,130	5	34
C3	57.9	913	6,529	1	50	5	58	0	6	133	383	909	6,493	4	35
C4 (Blue Route)	28.61	354	3,082	1	33	5	35	0	6	161	326	349	3,052	5	30
D1 (Purple Route)	9.06	129	987	1	26	3	24	2	9	30	63	127	976	2	11
D2	9.24	128	970	1	34	2	30	0	< 1	38	94	125	958	3	12
D3	10.1	148	1,106	< 1	17	4	32	2	9	29	71	147	1,095	1	11
D4 (Blue Route)	10.78	152	1,187	< 1	14	5	37	0	0	39	85	152	1,186	0	1
D5	10.86	152	1,180	1	18	5	49	0	1	40	83	152	1,175	0	5
D6	11.39	151	1,225	< 1	19	5	38	0	0	51	113	151	1,224	0	1
D7	12.76	186	1,415	1	26	3	34	0	< 1	42	83	186	1,414	< 1	1
E1 (Purple Route)	17.68	275	1,922	3	30	13	95	0	5	31	97	270	1,871	5	51
E2 (Blue Route)	16.55	211	1,706	3	50	8	94	0	6	79	159	199	1,578	12	128
F1 (Purple Route)	2.24	20	180	1	7	< 1	11	3	31	17	50	17	147	3	32
F2	2.28	27	225	1	7	1	10	2	13	12	30	26	218	< 1	7
F3	2.71	39	281	< 1	2	< 1	7	0	11	8	26	39	273	< 1	7
F4 (Blue Route)	2.7	46	315	< 1	3	1	9	1	9	1	5	43	292	3	23
F5	2.43	27	262	1	3	< 1	4	0	1	17	41	27	252	< 1	10
F6	2.65	44	300	< 1	2	0	4	0	3	2	15	44	294	< 1	6
F7	2.14	17	201	1	3	< 1	8	0	8	21	51	17	191	< 1	11
F8	2.69	35	291	1	3	0	4	0	1	14	38	35	282	< 1	10
G1 (Blue Route)	25.43	281	2,326	29	273	14	116	4	43	135	331	267	2,189	13	137
G2	24.63	261	2,151	29	266	14	142	4	52	140	381	244	1,935	18	216
G3 (Purple Route)	22.7	256	1,946	44	342	19	169	2	28	90	270	217	1,621	39	325
G4	25	297	2,188	30	319	24	191	2	27	101	298	258	1,862	38	325
G5	24.25	263	2,032	41	347	23	210	2	28	111	319	214	1,650	50	382
G6	22.74	257	1,984	36	306	19	164	2	28	98	279	213	1,610	45	374

		Natural Environment - Surface Water												
		National Hydrography Dataset Waterbodies			Public Water Inventory Basins			National Hydrography Dataset Watercourse Types			Impaired Streams	National Hydrography Dataset Watercourses	Public Water Inventory Streams	
								Perennial Stream/River	Intermittant Stream/River	Other Watercourse Type				
		Crossing	Within ROW	Within Route Width	Crossing	Within ROW	Within Route Width	Crossing	Crossing	Crossing	Crossing	Crossing	Crossing	
Route Segment	Length (mi)	Count	Area (ac)	Area (ac)	Count	Area (ac)	Area (ac)	Count	Count	Count	Count	Count	Count	
A1 (Purple Route)	17.49	0	< 1	< 1	0	0	0	2	18	0	4	20	3	
A2	17.58	0	0	0	0	0	0	2	15	0	4	17	4	
A3 (Blue Route)	14.59	0	< 1	2	0	0	0	2	13	0	3	15	3	
A4	18.14	1	< 1	4	0	< 1	5	3	17	0	3	20	3	
A5	15.11	0	< 1	< 1	0	0	0	2	15	0	3	17	3	
A6	14.54	0	< 1	1	0	0	0	2	14	0	3	16	3	
A7	14.56	0	< 1	1	0	0	0	2	10	0	3	12	3	
B1 (Purple Route)	45.41	2	1	9	0	0	0	4	7	22	10	33	16	
B2	51.03	3	4	33	1	3	27	3	14	19	11	36	17	
B3	46.92	1	1	6	0	0	0	4	5	21	10	30	16	
B4 (Blue Route)	75.26	2	2	11	1	4	25	8	11	23	12	42	19	
C1 (Purple Route)	55.98	0	0	2	0	0	0	2	4	34	5	40	11	
C2	58.53	0	< 1	4	0	0	0	0	8	28	5	36	8	
C3	57.9	0	< 1	4	0	0	0	2	10	39	6	51	9	
C4 (Blue Route)	28.61	0	< 1	4	0	0	0	0	8	14	4	22	6	
D1 (Purple Route)	9.06	1	3	13	0	0	0	0	3	4	2	7	2	
D2	9.24	0	< 1	2	0	0	0	0	6	3	2	9	6	
D3	10.1	1	3	13	0	0	0	0	5	4	2	9	2	
D4 (Blue Route)	10.78	0	0	< 1	0	0	3	3	4	4	2	11	2	
D5	10.86	0	0	1	0	0	3	3	4	7	2	14	2	
D6	11.39	0	0	< 1	0	0	3	3	3	4	2	10	2	
D7	12.76	0	0	< 1	0	0	3	3	2	4	2	9	2	
E1 (Purple Route)	17.68	2	3	22	0	0	0	0	7	5	0	12	1	
E2 (Blue Route)	16.55	2	2	9	0	0	2	0	2	2	1	4	1	
F1 (Purple Route)	2.24	2	5	40	0	0	0	0	0	0	0	0	0	
F2	2.28	2	4	15	0	0	0	0	0	0	0	0	0	
F3	2.71	0	< 1	11	0	0	0	0	0	0	0	0	0	
F4 (Blue Route)	2.7	2	3	14	1	1	5	0	0	0	0	0	0	
F5	2.43	0	< 1	1	0	0	0	0	0	0	0	0	0	
F6	2.65	0	< 1	6	0	0	0	0	0	0	0	0	0	
F7	2.14	0	< 1	6	0	0	0	0	0	0	0	0	0	
F8	2.69	0	< 1	1	0	0	0	0	0	0	0	0	0	
G1 (Blue Route)	25.43	1	1	10	0	0	0	2	2	2	3	6	4	
G2	24.63	1	1	26	0	0	10	2	2	2	3	6	4	
G3 (Purple Route)	22.7	1	1	30	0	< 1	11	6	2	3	6	11	8	
G4	25	1	1	27	0	< 1	11	3	2	3	2	8	4	
G5	24.25	1	1	30	0	< 1	11	6	3	4	6	13	10	
G6	22.74	1	1	30	0	< 1	11	6	2	3	6	11	8	

		Natural Environment - Wetlands						
		National Wetland Inventory Wetlands						
		All	Forested		Non Forested		Total	
		Crossing (> 1,000 ft span)	Within ROW	Within Route Width	Within ROW	Within Route Width	Within ROW	Within Route Width
		Count	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)
Route Segment	**Length (mi)**							
A1 (Purple Route)	17.49	0	1	17	7	68	8	85
A2	17.58	0	1	18	6	53	7	71
A3 (Blue Route)	14.59	0	2	11	6	43	7	55
A4	18.14	1	1	7	11	97	11	104
A5	15.11	0	1	13	8	52	9	65
A6	14.54	0	2	18	6	52	8	70
A7	14.56	0	2	16	5	45	7	61
B1 (Purple Route)	45.41	1	1	16	25	210	26	226
B2	51.03	0	3	25	21	189	24	214
B3	46.92	1	3	18	26	193	28	211
B4 (Blue Route)	75.26	4	4	46	49	453	53	499
C1 (Purple Route)	55.98	0	2	14	20	187	22	201
C2	58.53	2	4	20	34	215	38	234
C3	57.9	0	4	17	17	112	21	130
C4 (Blue Route)	28.61	0	2	9	17	112	20	121
D1 (Purple Route)	9.06	0	2	13	11	73	13	87
D2	9.24	0	2	14	8	70	10	83
D3	10.1	0	2	20	12	83	14	103
D4 (Blue Route)	10.78	0	2	12	7	57	9	69
D5	10.86	0	2	16	8	78	10	94
D6	11.39	0	2	12	7	66	9	78
D7	12.76	0	1	13	7	57	8	70
E1 (Purple Route)	17.68	0	1	10	27	190	28	201
E2 (Blue Route)	16.55	1	4	33	29	224	33	257
F1 (Purple Route)	2.24	0	0	0	4	42	4	42
F2	2.28	0	1	6	4	27	6	32
F3	2.71	0	0	0	1	20	1	20
F4 (Blue Route)	2.7	0	0	0	4	29	4	29
F5	2.43	0	0	0	< 1	13	< 1	13
F6	2.65	0	0	0	1	19	1	19
F7	2.14	0	0	0	< 1	15	< 1	15
F8	2.69	0	0	0	< 1	13	< 1	13
G1 (Blue Route)	25.43	1	3	23	23	177	27	201
G2	24.63	1	3	24	20	189	23	213
G3 (Purple Route)	22.7	2	11	80	24	203	34	283
G4	25	2	7	72	28	260	35	332
G5	24.25	2	5	48	33	260	38	308
G6	22.74	1	2	29	23	201	25	230

		Natural Environment - Rare and Unique Resources																	
		Minnesota Biological Survey Lakes of Biodiversity Significance (Moderate or High)	Minnesota Biological Survey Native Plant Communities (Status S1 or S2)		Minnesota Biological Survey Sites of Biodiversity Significance by Type (Moderate, High, Total)										State Threatened and Endangered Species			Minnesota Biological Survey Railroad ROW Prairies	
					Below		Moderate		High		Outstanding		Total						
Route Segment	Length (mi)	Within ROW Count	Within ROW Area (ac)	Within Route Width Area (ac)	Within ROW Area (ac)	Within Route Width Area (ac)	Within ROW Area (ac)	Within Route Width Area (ac)	Within ROW Area (ac)	Within Route Width Area (ac)	Within ROW Area (ac)	Within Route Width Area (ac)	Within ROW Area (ac)	Within Route Width Area (ac)	Within ROW Count	Within Route Width Count	Within 1 mi Count	Within ROW Length (ft)	Within Route Width Length (ft)
A1 (Purple Route)	17.49	0	6	31	2	30	8	64	0	0	0	0	10	94	0	0	1	0	0
A2	17.58	0	1	14	1	15	5	41	0	0	0	0	6	56	0	0	1	0	0
A3 (Blue Route)	14.59	0	7	22	6	40	7	36	0	0	0	0	13	76	1	1	2	0	0
A4	18.14	0	6	16	5	23	6	30	0	0	0	0	10	53	1	1	2	0	0
A5	15.11	0	4	32	6	40	4	22	1	12	1	27	11	101	0	0	1	0	0
A6	14.54	0	3	16	8	48	3	25	0	0	0	0	11	73	1	1	2	0	0
A7	14.56	0	2	10	6	40	2	20	0	0	0	0	8	60	1	1	2	0	0
B1 (Purple Route)	45.41	0	2	65	8	80	20	189	0	0	0	0	28	269	4	7	9	224	15,005
B2	51.03	2	2	10	1	6	20	134	0	0	0	0	20	140	3	6	8	0	0
B3	46.92	0	2	10	8	80	20	134	0	0	0	0	28	214	4	7	9	224	3,159
B4 (Blue Route)	75.26	0	2	23	29	342	42	371	0	0	0	0	71	713	0	0	3	154	1,025
C1 (Purple Route)	55.98	0	< 1	42	18	120	< 1	42	0	0	0	0	18	162	0	0	0	494	40,986
C2	58.53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C3	57.9	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
C4 (Blue Route)	28.61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D1 (Purple Route)	9.06	0	0	6	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0
D2	9.24	0	0	6	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0
D3	10.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D4 (Blue Route)	10.78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D5	10.86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D6	11.39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D7	12.76	0	0	6	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0
E1 (Purple Route)	17.68	0	0	0	2	19	0	0	0	0	0	0	2	19	0	0	1	0	0
E2 (Blue Route)	16.55	0	0	0	4	21	0	0	0	0	0	0	4	21	1	1	2	0	0
F1 (Purple Route)	2.24	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
F2	2.28	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
F3	2.71	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
F4 (Blue Route)	2.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
F5	2.43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
F6	2.65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
F7	2.14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
F8	2.69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
G1 (Blue Route)	25.43	0	0	0	3	32	0	5	0	0	0	0	3	37	0	1	3	0	0
G2	24.63	0	0	0	3	32	0	5	0	0	0	0	3	37	0	1	3	0	0
G3 (Purple Route)	22.7	0	0	0	3	13	0	0	0	0	0	0	3	13	1	1	2	0	0
G4	25	0	0	0	3	13	< 1	37	0	0	0	0	3	50	1	1	2	0	0
G5	24.25	0	0	0	3	13	0	0	0	0	0	0	3	13	1	1	2	0	0
G6	22.74	0	0	0	3	13	0	0	0	0	0	0	3	13	1	1	2	0	0

		Natural Environment - Wildlife and Wildlife Habitat													
		Audubon Important Bird Areas		MN Department of Natural Resources Shallow Wildlife Lakes	MN Department of Natural Resources Wildlife Management Areas		Minnesota Department of Natural Resources Game Refuge		United States Fish and Wildlife Service Grassland Bird Conservation Area		United States Fish and Wildlife Service Waterfowl Production Areas		Wildlife Action Network			
													High or Medium-High Rank	Medium Rank	Low or Medium-Low Rank	Total
		Within ROW	Within Route Width	Within Route Width	Within ROW	Within Route Width	Within ROW	Within Route Width	Within ROW	Within Route Width	Within ROW	Within Route Width	Within Route Width	Within Route Width	Within Route Width	Within Route Width
Route Segment	Length (mi)	Area (ac)	Area (ac)	Count	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)	Area (ac)
A1 (Purple Route)	17.49	0	0	0	0	1	0	0	80	540	0	0	39	4	1,529	1,572
A2	17.58	0	0	0	0	1	0	0	42	282	0	0	39	4	1,288	1,332
A3 (Blue Route)	14.59	0	0	0	0	0	0	0	0	0	0	0	37	225	830	1,092
A4	18.14	0	0	1	0	25	0	0	66	439	0	0	35	224	777	1,037
A5	15.11	0	0	0	0	0	0	0	59	404	0	0	35	155	822	1,011
A6	14.54	0	0	0	0	0	0	0	0	0	0	0	54	229	684	967
A7	14.56	0	0	0	0	0	0	0	0	0	0	0	55	231	715	1,001
B1 (Purple Route)	45.41	76	523	0	0	43	0	0	112	753	0	7	30	217	75	322
B2	51.03	76	523	4	0	3	0	0	72	484	0	7	30	320	267	617
B3	46.92	76	526	0	0	43	0	0	103	686	0	7	30	218	81	328
B4 (Blue Route)	75.26	64	432	1	0	19	0	0	192	2,692	0	0	74	160	79	313
C1 (Purple Route)	55.98	0	0	0	0	21	0	0	159	1,058	2	42	0	0	0	0
C2	58.53	0	0	1	0	0	0	0	62	416	0	72	0	0	0	0
C3	57.9	0	0	1	0	20	0	0	0	0	0	72	0	0	0	0
C4 (Blue Route)	28.61	0	0	1	0	0	0	0	0	0	0	72	0	0	0	0
D1 (Purple Route)	9.06	0	0	0	0	0	0	0	0	< 1	0	0	0	0	0	0
D2	9.24	0	0	0	0	0	0	0	0	< 1	0	0	0	0	0	0
D3	10.1	0	0	0	0	0	0	0	16	117	0	0	0	0	0	0
D4 (Blue Route)	10.78	0	0	1	0	0	0	0	16	117	0	0	0	0	0	0
D5	10.86	0	0	1	0	0	0	0	16	117	0	0	0	0	0	0
D6	11.39	0	0	1	0	0	0	0	16	157	0	0	0	0	0	0
D7	12.76	0	0	1	0	0	0	0	0	< 1	0	0	0	0	0	0
E1 (Purple Route)	17.68	0	0	1	0	2	0	0	129	892	0	0	0	0	0	0
E2 (Blue Route)	16.55	0	0	2	0	2	0	0	216	1,481	1	81	0	148	2	150
F1 (Purple Route)	2.24	0	0	0	0	0	< 1	4	41	287	0	0	0	0	0	0
F2	2.28	0	0	0	0	0	4	35	42	291	0	0	0	0	0	0
F3	2.71	0	0	0	0	0	3	28	50	340	0	0	0	0	0	0
F4 (Blue Route)	2.7	0	0	1	0	0	7	62	35	242	0	0	0	0	0	0
F5	2.43	0	0	0	0	0	< 1	4	30	209	0	0	0	0	0	0
F6	2.65	0	0	0	0	0	3	28	34	232	0	0	0	0	0	0
F7	2.14	0	0	0	0	0	< 1	4	39	274	0	0	0	0	0	0
F8	2.69	0	0	0	0	0	< 1	4	35	234	0	0	0	0	0	0
G1 (Blue Route)	25.43	0	0	0	0	0	35	238	268	1,807	0	0	0	0	0	0
G2	24.63	0	0	0	0	0	30	194	267	1,784	1	51	0	0	0	0
G3 (Purple Route)	22.7	0	0	0	0	0	19	155	290	1,964	0	0	36	158	158	352
G4	25	0	0	0	0	0	5	44	246	1,662	0	0	36	158	158	352
G5	24.25	0	0	0	0	0	28	190	318	2,145	0	0	36	158	158	352
G6	22.74	0	0	0	0	0	21	161	291	1,958	0	0	36	158	158	352

		Natural Environment - Soil				
		Hydric Soils	Compaction Prone	Rutting Hazard	Erosion Hazard (Off-Road, Off-Trail)	Revegetation Concerns
		Hydric soils (100%) and predominantly hydric soils (67-99%)	Compaction prone soil rating of medium or higher	Rutting hazard rating of moderate or severe	Erosion hazard rating of medium, severe, or very severe	Non-irrigated land capability classification of 3 or greater
		Within ROW Area (ac)	Within ROW Area (ac)	Within ROW Area (ac)	Within ROW Area (ac)	Within ROW Area (ac)
Route Segment	Length (mi)					
A1 (Purple Route)	17.49	78	96	318	39	0
A2	17.58	76	89	320	35	0
A3 (Blue Route)	14.59	81	57	265	9	0
A4	18.14	81	74	330	11	0
A5	15.11	63	91	274	30	0
A6	14.54	81	67	264	12	0
A7	14.56	79	56	264	10	0
B1 (Purple Route)	45.41	98	426	821	71	25
B2	51.03	144	458	920	141	25
B3	46.92	110	411	847	68	25
B4 (Blue Route)	75.26	360	510	1,359	233	0
C1 (Purple Route)	55.98	209	435	1,018	64	51
C2	58.53	350	286	1,064	36	12
C3	57.9	214	323	1,053	29	29
C4 (Blue Route)	28.61	164	99	521	26	0
D1 (Purple Route)	9.06	47	72	165	6	0
D2	9.24	48	72	168	6	0
D3	10.1	55	70	184	6	0
D4 (Blue Route)	10.78	69	65	196	10	0
D5	10.86	67	75	198	5	0
D6	11.39	66	65	207	11	0
D7	12.76	69	99	232	15	0
E1 (Purple Route)	17.68	64	225	320	30	0
E2 (Blue Route)	16.55	56	193	301	21	0
F1 (Purple Route)	2.24	0	32	35	2	0
F2	2.28	2	35	40	1	0
F3	2.71	0	43	49	2	0
F4 (Blue Route)	2.7	0	43	47	1	0
F5	2.43	0	43	44	1	0
F6	2.65	0	42	48	2	0
F7	2.14	0	37	39	1	0
F8	2.69	0	46	49	2	0
G1 (Blue Route)	25.43	9	220	460	6	0
G2	24.63	7	208	445	8	0
G3 (Purple Route)	22.7	9	257	410	29	130
G4	25	10	304	451	32	130
G5	24.25	10	271	438	32	130
G6	22.74	9	273	411	38	130

Appendix E Route Alternatives Data Analysis Tables - Route Connectors

		ROW Sharing / Paralleling			Human Settlement: Residences			
		Transmission line	**Total ROW sharing (transmission line, road, and railroad)**	**Total length following no infrastructure or division lines**	**Residences within 0 - 75 ft**	**Residences within 75 - 250 ft**	**Residences within 250 - 500 ft**	**Residences within 500 - 1,600 ft**
Route Connector	**Length (miles)**	Length (miles, percent)	Length (miles, percent)	Length (miles, percent)	Count	Count	Count	Count
Route Connector 101	8.1	1.5 (19)	3.0 (37)	1.1 (14)	0	1	1	5
Route Connector 102	33.5	1.0 (3)	27.1 (81)	0.5 (1)	0	7	12	44
Route Connector 103	29.9	0 (0)	26.2 (88)	0 (0)	0	6	9	27
Route Connector 104	28.7	0 (0)	0 (0)	2.2 (8)	0	2	3	31
Route Connector 105	1.0	0 (0)	1.0 (100)	0 (0)	0	0	0	1
Route Connector 106	1.5	0 (0)	< 0.1 (1)	0 (0)	0	0	0	6
Route Connector 107	1.0	0 (0)	0.5 (49)	0 (0)	0	0	0	2
Route Connector 108	0.5	0 (0)	< 0.1 (1)	0 (0)	0	0	0	4
Route Connector 109	1.6	0 (0)	< 0.1 (2)	1.0 (63)	0	1	0	16
Route Connector 110	1.0	0 (0)	0.6 (63)	0.1 (14)	0	5	2	8
Route Connector 111	2.5	0 (0)	0.5 (22)	0 (0)	0	0	4	12
Route Connector 115	6.1	0 (0)	3.4 (55)	0.3 (4)	0	1	8	20

Appendix E Route Alternatives Data Analysis Tables - Route Connectors

		Land-Based Economies (Agriculture)				Conservation Easements	
		Agricultural Land	**Prime Farmland**	**Center pivot irrigation systems**	**Center pivot irrigation systems**	**RIM**	**CREP**
Route Connector	**Length (miles)**	Area within ROW (ac)	Area within ROW (ac)	Crossing count	Area within ROW (ac)	Area within route width (ac)	Area within route width (ac)
Route Connector 101	8.1	118	132	0	0	13	0
Route Connector 102	33.5	432	589	0	0	10	40
Route Connector 103	29.9	386	519	0	0	0	91
Route Connector 104	28.7	513	515	0	0	13	2
Route Connector 105	1.0	12	19	0	0	0	0
Route Connector 106	1.5	27	25	0	0	0	0
Route Connector 107	1.0	12	6	0	0	0	0
Route Connector 108	0.5	8	4	0	1.85	0	0
Route Connector 109	1.6	26	9	0	< 1	0	0
Route Connector 110	1.0	12	8	0	0	0	0
Route Connector 111	2.5	20	4	0	< 1	0	0
Route Connector 115	6.1	78	32	2	17.72	0	0

Appendix E Route Alternatives Data Analysis Tables - Route Connectors

		Surface Waters and Wetlands				Vegetation		
		Watercourses	**Waterbodies**	**Wetlands**	**Forested wetlands**	**Cultivated Crops**	**Hay/pasture**	**Forested**
Route Connector	**Length (miles)**	Crossing count	Crossing count	Area within ROW (ac)	Area within ROW (ac)	Area within ROW (ac)	Area within ROW (ac)	Area within ROW (ac)
Route Connector 101	8.1	11	1	9	0	118	1	0
Route Connector 102	33.5	21	2	9	1	432	0	< 1
Route Connector 103	29.9	14	0	19	2.06	386	0	0
Route Connector 104	28.7	28	0	1	0	513	0	0
Route Connector 105	1.0	0	0	0	0	12	0	0
Route Connector 106	1.5	0	0	< 1	0	27	0	0
Route Connector 107	1.0	3	0	< 1	0	12	0	0
Route Connector 108	0.5	0	0	6	0	8	0	0
Route Connector 109	1.6	0	0	< 1	0	26	0	0
Route Connector 110	1.0	0	3	4	1	12	0	1
Route Connector 111	2.5	1	0	< 1	< 1	20	9	9
Route Connector 115	6.1	1	0	13	5	78	4	2

Appendix E Route Alternatives Data Analysis Tables - Route Connectors

		Wildlife							
		Grassland Bird Conservation Areas		Important Bird Areas		Wildlife Management Areas		State Game Refuges	
Route Connector	Length (miles)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
Route Connector 101	8.1	66	439	0	0	0	25	0	0
Route Connector 102	33.5	0	0	0	0	0	3	0	0
Route Connector 103	29.9	62	416	0	0	0	0	0	0
Route Connector 104	28.7	0	0	0	0	0	20	0	0
Route Connector 105	1.0	0	0	0	0	0	0	0	0
Route Connector 106	1.5	0	0	0	0	0	0	0	0
Route Connector 107	1.0	17	118	0	0	0	0	0	0
Route Connector 108	0.5	8	61	0	0	0	0	0	0
Route Connector 109	1.6	29	206	0	0	0	0	< 1	9
Route Connector 110	1.0	18	138	0	0	0	0	< 1	9
Route Connector 111	2.5	46	302	0	0	0	0	4	29
Route Connector 115	6.1	0	0	0	0	0	0	0	0

Appendix E Route Alternatives Data Analysis Tables - Route Connectors

		Wildlife					
		Waterfowl Production Areas		Shallow Wildlife Lakes		Wildlife Action Network Corridor Polygons	
Route Connector	Length (miles)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
Route Connector 101	8.1	0	0	0	0	2	20
Route Connector 102	33.5	0	0	0	1	45	298
Route Connector 103	29.9	0	0	0	0	0	0
Route Connector 104	28.7	0	0	0	0	0	0
Route Connector 105	1.0	0	0	0	0	0	0
Route Connector 106	1.5	0	0	0	0	0	0
Route Connector 107	1.0	0	0	0	0	0	0
Route Connector 108	0.5	0	0	0	0	0	0
Route Connector 109	1.6	0	0	0	0	0	0
Route Connector 110	1.0	0	0	0	0	0	0
Route Connector 111	2.5	0	0	0	0	0	0
Route Connector 115	6.1	0	0	0	0	0	0

Appendix E Route Alternatives Data Analysis Tables - Route Connectors

		Rare and Unique Natural Resources								Rare and Unique Natural Resources			
		State Threatened or Endangered Species		Sites of Biodiversity Significance		Native Plant Communities		Railroad Rights-of-way Prairie		Prairie Bank Easements		Lakes of Biological Significance	
Route Connector	Length (miles)	Count within ROW	Count within route width	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
Route Connector 101	8.1	0	0	5	23	0	0	0	0	0	0	0	0
Route Connector 102	33.5	0	0	1	6	0	0	0	0	0	0	2	17
Route Connector 103	29.9	0	0	0	0	0	0	0	0	0	0	0	0
Route Connector 104	28.7	0	0	0	0	0	0	0	0	0	0	0	0
Route Connector 105	1.0	0	0	0	0	0	0	0	0	0	0	0	0
Route Connector 106	1.5	0	0	0	0	0	0	0	0	0	0	0	0
Route Connector 107	1.0	0	0	0	0	0	0	0	0	0	0	0	0
Route Connector 108	0.5	0	0	0	0	0	0	0	0	0	0	0	0
Route Connector 109	1.6	1	1	0	0	0	0	0	0	0	0	0	0
Route Connector 110	1.0	1	1	0	0	0	0	0	0	0	0	0	0
Route Connector 111	2.5	0	0	0	0	0	0	0	0	0	0	0	0
Route Connector 115	6.1	0	1	< 1	37	0	0	0	0	0	0	0	0

Appendix E Route Alternatives Data Analysis Tables - Route Segment Refinements

		ROW Sharing / Paralleling			Human Settlement: Residences				Land-Based Economies (Agriculture)			
		Transmission line	Total ROW sharing (transmission line, road, and railroad)	Total length following no infrastructure or division lines	Residences within 0 - 75 ft	Residences within 75 - 250 ft	Residences within 250 - 500 ft	Residences within 500 - 1,600 ft	Agricultural Land	Prime Farmland	Center pivot irrigation systems	Center pivot irrigation systems
Route Segment (Refinement) / Equivalent	Length (miles)	Length (miles, percent)	Length (miles, percent)	Length (miles, percent)	Count	Count	Count	Count	Area within ROW (ac)	Area within ROW (ac)	Crossing count	Area within ROW (ac)
Route Segment 204	1.5	0.5 (33)	0.5 (37)	0 (0)	0	0	0	1	21	25	0	0
Route Segment 204 Equivalent	1.5	0.5 (33)	1.5 (100)	0 (0)	0	1	1	0	14	26	0	0
Route Segment 206	2.0	0 (0)	2.0 (100)	0 (0)	0	3	1	6	24	29	0	0
Route Segment 206 Equivalent	2.0	0 (0)	0.5 (26)	0 (0)	0	1	1	4	27	25	0	0
Route Segment 207	1.0	0 (0)	0 (0)	0 (0)	0	0	0	0	18	16	0	0
Route Segment 207 Equivalent	1.0	0 (0)	0.5 (50)	0.1 (11)	0	1	0	0	15	16	0	0
Route Segment 208	1.5	1.0 (65)	1.5 (100)	0 (0)	0	0	3	2	26	28	0	0
Route Segment 208 Equivalent	1.5	0 (0)	0 (0)	0.5 (32)	0	0	0	3	28	28	0	0
Route Segment 210	0.5	0 (0)	0.5 (100)	0 (0)	0	0	0	43	5	9	0	0
Route Segment 210 Equivalent	0.6	0 (0)	0.2 (39)	0.3 (49)	0	0	0	43	8	12	0	0
Route Segment 211	7.0	0 (0)	7.0 (100)	0 (0)	0	0	2	4	69	112	0	0
Route Segment 219	7.1	0 (0)	6.1 (86)	0 (0)	0	0	3	3	70	111	0	0
Route Segment 211-219 Equivalent	6.1	0 (0)	3.8 (61)	0.7 (12)	0	1	2	4	54	90	0	0
Route Segment 212	4.5	0 (0)	4.5 (100)	0 (0)	0	0	3	6	59	78	0	0
Route Segment 212 Equivalent	4.5	0 (0)	1.5 (33)	0 (0)	0	1	1	3	67	75	0	0
Route Segment 213	5.0	0 (0)	1.0 (20)	0 (0)	0	1	0	2	82	75	0	0
Route Segment 213 Equivalent	4.0	0 (0)	4.0 (100)	0 (0)	0	3	4	2	32	67	0	0
Route Segment 214	2.2	2.2 (100)	2.2 (100)	0 (0)	0	2	0	3	24	25	0	0
Route Segment 214-Alternative Alignment 1 Equivalent	1.9	0.6 (31)	0.6 (31)	0.7 (36)	0	0	0	4	30	12	0	0
Route Segment 215	2.4	1.2 (51)	2.4 (100)	0 (0)	0	0	3	11	34	35	0	0
Route Segment 220	2.3	1.5 (64)	2.0 (86)	0 (0)	0	0	2	1	39	35	0	0
Route Segment 215-220 Equivalent	2.3	1.8 (79)	2.0 (86)	0 (0)	0	0	3	1	42	36	0	0
Route Segment 216	2.2	0 (0)	0 (0)	0 (0)	0	0	0	2	40	26	0	0
Route Segment 216 Equivalent	2.2	0 (0)	0 (0)	0 (0)	0	1	0	2	39	36	0	0
Route Segment 217	3.5	0.3 (9)	1.9 (53)	0.2 (6)	0	0	1	1	50	64	0	0
Route Segment 218	3.5	0.3 (9)	3.3 (94)	0.2 (6)	0	0	1	2	41	64	0	0
Route Segment 217-218 Equivalent	2.3	0 (0)	0 (0)	0.7 (30)	0	0	1	1	41	42	0	0
Route Segment 221	3.2	0 (0)	3.2 (100)	0 (0)	0	0	3	3	43	48	0	0
Route Segment 221 Equivalent	2.3	0 (0)	0 (0)	0.5 (22)	0	0	0	3	38	36	0	0
Route Segment 222	8.0	0 (0)	6.0 (75)	0 (0)	0	0	1	7	95	144	0	0
Route Segment 223	8.0	1.8 (22)	8.0 (100)	0 (0)	0	0	3	13	89	141	0	0
Route Segment 222-223 Equivalent	8.0	0 (0)	5.0 (63)	0 (0)	0	0	2	5	92	144	0	0
Route Segment 224	3.8	0 (0)	3.2 (86)	0 (0)	0	0	2	3	53	66	0	0
Route Segment 224 Equivalent	3.8	0 (0)	0.1 (2)	1.2 (32)	0	0	1	8	67	66	0	0
Route Segment 225	2.2	0 (0)	2.0 (90)	0 (0)	0	4	1	4	27	32	0	0
Route Segment 225 Equivalent	2.3	0 (0)	< 0.1 (1)	1.0 (44)	0	1	0	9	41	21	0	0

Appendix E Route Alternatives Data Analysis Tables - Route Segment Refinements

		ROW Sharing / Paralleling			Human Settlement: Residences				Land-Based Economies (Agriculture)			
		Transmission line	Total ROW sharing (transmission line, road, and railroad)	Total length following no infrastructure or division lines	Residences within 0 - 75 ft	Residences within 75 - 250 ft	Residences within 250 - 500 ft	Residences within 500 - 1,600 ft	Agricultural Land	Prime Farmland	Center pivot irrigation systems	Center pivot irrigation systems
Route Segment (Refinement) / Equivalent	Length (miles)	Length (miles, percent)	Length (miles, percent)	Length (miles, percent)	Count	Count	Count	Count	Area within ROW (ac)	Area within ROW (ac)	Crossing count	Area within ROW (ac)
Route Segment 229	1.2	0 (0)	0.2 (20)	0 (0)	0	0	0	6	18	22	0	0
Route Segment 229 Equivalent	1.2	0 (0)	0.5 (40)	0.2 (16)	0	1	0	6	18	22	0	0
Route Segment 230	0.7	0 (0)	0.5 (63)	0 (0)	0	1	0	1	11	11	0	0
Route Segment 230 Equivalent	0.7	0 (0)	< 0.1 (2)	0 (0)	0	0	0	5	13	11	0	0
Route Segment 231	4.2	0 (0)	3.7 (88)	0 (0)	0	8	4	19	48	64	0	0
Route Segment 231 Equivalent	3.9	0 (0)	0 (0)	1.8 (46)	0	1	1	15	69	63	0	0
Route Segment 232	1.8	0 (0)	1.3 (75)	0.2 (12)	0	3	1	4	19	12	0	0
Route Segment 232 Equivalent	2.3	0 (0)	0.6 (25)	0 (0)	0	0	2	7	39	17	0	0
Route Segment 235	3.2	0 (0)	1.7 (53)	0 (0)	0	7	4	34	41	12	5	10
Route Segment 236	3.4	0 (0)	2.4 (70)	0 (0)	0	4	1	8	35	18	5	7
Route Segment 237	3.3	0 (0)	1.3 (40)	0 (0)	0	3	1	8	44	16	5	7
Route Segment 238	3.2	0 (0)	3.1 (98)	< 0.1 (1)	0	7	4	6	26	23	1	1
Route Segment 239	3.2	0 (0)	2.7 (82)	0.3 (9)	0	6	3	8	30	22	1	1
Route Segment 240	3.2	0 (0)	1.8 (56)	0.3 (8)	0	5	2	8	40	21	3	6
Route Segment 235-240 Equivalent	3.1	0 (0)	2.3 (73)	0.1 (4)	0	5	4	8	31	18	1	1
Route Segment 242	1.1	0 (0)	1.1 (99)	< 0.1 (1)	0	0	5	4	10	1	1	< 1
Route Segment 242 Equivalent	0.6	0 (0)	< 0.1 (2)	0.6 (98)	0	0	2	4	10	1	1	4
Route Segment 243	2.1	0 (0)	0.8 (35)	0 (0)	0	0	2	2	27	18	1	6
Route Segment 243 Equivalent	1.7	0 (0)	1.2 (71)	0 (0)	0	2	4	2	18	5	1	3
Route Segment 244	2.1	0 (0)	0.3 (14)	0.4 (17)	0	1	0	6	31	22	0	< 1
Route Segment 244 Equivalent	2.0	0 (0)	0.9 (44)	0.3 (14)	0	0	3	3	17	22	1	2
Route Segment 245	4.2	0 (0)	3.1 (75)	0.2 (4)	0	10	8	37	27	< 1	1	7
Route Segment 246	6.9	2.0 (29)	6.6 (96)	0 (0)	0	25	14	49	47	1	1	7
Route Segment 245-246 Equivalent	3.5	0 (0)	0 (0)	1.0 (29)	0	0	2	9	45	2	3	6
Route Segment 247	2.0	0 (0)	1.4 (71)	0.4 (20)	1	7	9	33	19	10	0	1
Route Segment 248	2.3	0 (0)	1.2 (51)	0.4 (18)	0	3	9	39	23	10	2	3
Route Segment 247-248 Equivalent	1.9	0 (0)	0.4 (22)	0.7 (38)	0	1	4	18	20	5	1	2
Route Segment 249	2.5	0 (0)	2.5 (100)	0 (0)	0	5	1	5	27	20	2	2
Route Segment 249 Equivalent	2.1	0 (0)	0.3 (14)	0.3 (12)	0	0	0	8	37	12	1	10
Route Segment 250	1.3	0 (0)	1.3 (100)	0 (0)	0	1	5	2	18	2	1	< 1
Route Segment 250 Equivalent	1.4	0 (0)	0.5 (34)	0 (0)	0	0	3	6	22	8	1	7

Appendix E Route Alternatives Data Analysis Tables - Route Segment Refinements

		Conservation Easements		Surface Waters and Wetlands				Vegetation		
		RIM	CREP	Watercourses	Waterbodies	Wetlands	Forested wetlands	Cultivated Crops	Hay/pasture	Forested
Route Segment (Refinement) / Equivalent	**Length (miles)**	Area within route width (ac)	Area within route width (ac)	Crossing count	Crossing count	Area within ROW (ac)	Area within ROW (ac)	Area within ROW (ac)	Area within ROW (ac)	Area within ROW (ac)
Route Segment 204	1.5	0	0	0	0	1	0	21	0	0
Route Segment 204 Equivalent	1.5	0	0	0	0	0	0	14	0	0
Route Segment 206	2.0	0	0	5	0	1	< 1	21	3	0
Route Segment 206 Equivalent	2.0	0	0	3	0	2	< 1	22	5	0
Route Segment 207	1.0	0	0	2	0	1	< 1	18	0	0
Route Segment 207 Equivalent	1.0	0	0	2	0	0	0	15	0	0
Route Segment 208	1.5	0	0	2	0	0	0	26	0	0
Route Segment 208 Equivalent	1.5	0	0	2	0	0	0	28	0	0
Route Segment 210	0.5	0	0	1	0	0	0	4	1	0
Route Segment 210 Equivalent	0.6	0	0	1	0	0	0	8	< 1	0
Route Segment 211	7.0	13	3	4	0	6	< 1	69	1	< 1
Route Segment 219	7.1	13	23	4	0	6	< 1	70	1	< 1
Route Segment 211-219 Equivalent	6.1	0 0	57 206	4	0	24	1	50	4	0
Route Segment 212	4.5	0	0	1	1	0	0	59	0	0
Route Segment 212 Equivalent	4.5	0	0	2	0	0	0	67	0	0
Route Segment 213	5.0	0	11	2	0	3	0	73	9	2
Route Segment 213 Equivalent	4.0	0	0	2	0	< 1	0	29	3	0
Route Segment 214	2.2	0	59	2	0	1	0	23	1	0
Route Segment 214-Alternative Alignment 1 Equivalent	1.9	0 0	61 97	2	0	1	0	30	0	0
Route Segment 215	2.4	0	19	1	0	< 1	0	34	0	0
Route Segment 220	2.3	0	13	1	0	< 1	0	39	0	0
Route Segment 215-220 Equivalent	2.3	0	0	1	0	< 1	0	42	0	0
Route Segment 216	2.2	0	0	2	0	0	0	40	0	0
Route Segment 216 Equivalent	2.2	0	0	1	0	0	0	39	0	0
Route Segment 217	3.5	0	0	1	0	< 1	0	50	0	0
Route Segment 218	3.5	0	0	3	0	< 1	0	41	0	0
Route Segment 217-218 Equivalent	2.3	0	0	2	0	< 1	0	41	0	0
Route Segment 221	3.2	0	0	5	0	1	0	43	0	0
Route Segment 221 Equivalent	2.3	0	0	3	0	1	0	37	1	0
Route Segment 222	8.0	0	0	5	0	2	0	94	1	0
Route Segment 223	8.0	0	1	5	0	< 1	0	89	0	< 1
Route Segment 222-223 Equivalent	8.0	0	0	5	0	2	0	91	1	0
Route Segment 224	3.8	0	0	6	0	2	0	52	1	0
Route Segment 224 Equivalent	3.8	0	0	5	0	2	0	64	3	0
Route Segment 225	2.2	0	0	1	0	2	0	25	2	< 1
Route Segment 225 Equivalent	2.3	0	0	1	0	2	0	40	1	< 1

Appendix E Route Alternatives Data Analysis Tables - Route Segment Refinements

		Conservation Easements		Surface Waters and Wetlands				Vegetation		
		RIM	CREP	Watercourses	Waterbodies	Wetlands	Forested wetlands	Cultivated Crops	Hay/pasture	Forested
Route Segment (Refinement) / Equivalent	Length (miles)	Area within route width (ac)	Area within route width (ac)	Crossing count	Crossing count	Area within ROW (ac)	Area within ROW (ac)	Area within ROW (ac)	Area within ROW (ac)	Area within ROW (ac)
Route Segment 229	1.2	0	0	0	0	1	0	18	0	0
Route Segment 229 Equivalent	1.2	0	0	1	0	< 1	< 1	18	0	0
Route Segment 230	0.7	0	0	0	0	< 1	0	11	0	0
Route Segment 230 Equivalent	0.7	0	0	1	0	< 1	0	13	0	0
Route Segment 231	4.2	0	0	3	0	5	< 1	48	1	0
Route Segment 231 Equivalent	3.9	0	0	2	0	1	0	69	0	0
Route Segment 232	1.8	0	0	0	0	6	0	17	1	1
Route Segment 232 Equivalent	2.3	0	0	0	0	2	0	38	< 1	0
Route Segment 235	3.2	0	0	0	0	< 1	0	35	5	< 1
Route Segment 236	3.4	0	0	0	0	0	0	35	0	< 1
Route Segment 237	3.3	0	0	0	0	0	0	43	1	< 1
Route Segment 238	3.2	0	0	0	0	0	0	26	0	< 1
Route Segment 239	3.2	0	0	0	0	1	0	30	0	< 1
Route Segment 240	3.2	0	0	0	0	1	0	40	0	< 1
Route Segment 235-240 Equivalent	3.1	0	0	0	0	< 1	0	31	0	1
Route Segment 242	1.1	0	0	0	0	0	0	8	2	0
Route Segment 242 Equivalent	0.6	0	0	0	0	0	0	10	0	0
Route Segment 243	2.1	0	0	1	0	7	2	26	1	2
Route Segment 243 Equivalent	1.7	0	0	4	0	2	0	17	1	< 1
Route Segment 244	2.1	0	0	0	0	3	< 1	29	2	2
Route Segment 244 Equivalent	2.0	0	0	1	0	2	1	16	< 1	8
Route Segment 245	4.2	0	0	1	0	4	< 1	26	1	9
Route Segment 246	6.9	0	0	1	0	1	0	41	6	10
Route Segment 245-246 Equivalent	3.5	0	0	2	1	4	0	44	< 1	12
Route Segment 247	2.0	0	0	1	1	8	4	14	5	3
Route Segment 248	2.3	0	0	1	1	10	4	21	2	4
Route Segment 247-248 Equivalent	1.9	0	0	2	0	5	1	17	3	8
Route Segment 249	2.5	0	0	0	0	< 1	0	26	1	0
Route Segment 249 Equivalent	2.1	0	0	0	0	1	1	37	< 1	< 1
Route Segment 250	1.3	0	0	0	0	7	1	18	0	< 1
Route Segment 250 Equivalent	1.4	0	0	0	0	3	0	22	0	< 1

Appendix E Route Alternatives Data Analysis Tables - Route Segment Refinements

		Wildlife							
		Grassland Bird Conservation Areas		Important Bird Areas		Wildlife Management Areas		State Game Refuges	
Route Segment (Refinement) / Equivalent	Length (miles)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
Route Segment 204	1.5	23	159	0	0	0	0	0	0
Route Segment 204 Equivalent	1.5	14	103	0	0	0	0	0	0
Route Segment 206	2.0	16	111	0	0	0	0	0	0
Route Segment 206 Equivalent	2.0	6	47	0	0	0	0	0	0
Route Segment 207	1.0	0	0	0	0	0	0	0	0
Route Segment 207 Equivalent	1.0	0	1	0	0	0	0	0	0
Route Segment 208	1.5	22	153	0	0	0	0	0	0
Route Segment 208 Equivalent	1.5	13	92	0	0	0	0	0	0
Route Segment 210	0.5	0	0	0	0	0	0	0	0
Route Segment 210 Equivalent	0.6	0	0	0	0	0	0	0	0
Route Segment 211	7.0	115	774	0	0	0	0	0	0
Route Segment 219	7.1	108	725	0	0	0	0	0	0
Route Segment 211-219 Equivalent	6.1	88	596 1870	0	0 0	0	0 0	0	0 0
Route Segment 212	4.5	0	0	0	0	0	0	0	0
Route Segment 212 Equivalent	4.5	0	0	0	0	0	0	0	0
Route Segment 213	5.0	50	338	0	0	< 1	25	0	0
Route Segment 213 Equivalent	4.0	50	334	0	0	0	0	0	0
Route Segment 214	2.2	25	167	0	0	0	0	0	0
Route Segment 214-Alternative Alignment 1 Equivalent	1.9	4	39 146	0	0 0	0	0 0	0	0 0
Route Segment 215	2.4	0	0	0	71	0	0	0	0
Route Segment 220	2.3	0	0	0	57	0	0	0	0
Route Segment 215-220 Equivalent	2.3	0	0	0	15	0	0	0	0
Route Segment 216	2.2	0	0	0	0	0	0	0	0
Route Segment 216 Equivalent	2.2	0	0	0	0	0	0	0	0
Route Segment 217	3.5	0	0	0	0	0	0	0	0
Route Segment 218	3.5	0	0	0	0	0	0	0	0
Route Segment 217-218 Equivalent	2.3	0	0	0	0	0	0	0	0
Route Segment 221	3.2	8	58	0	0	0	0	0	0
Route Segment 221 Equivalent	2.3	12	95	0	0	0	0	0	0
Route Segment 222	8.0	0	0	0	0	0	0	0	0
Route Segment 223	8.0	0	0	0	0	0	0	0	0
Route Segment 222-223 Equivalent	8.0	0	0	0	0	0	0	0	0
Route Segment 224	3.8	0	0	0	0	0	0	0	0
Route Segment 224 Equivalent	3.8	0	0	0	0	0	0	0	0
Route Segment 225	2.2	41	288	0	0	0	0	0	0
Route Segment 225 Equivalent	2.3	42	293	0	0	0	0	0	0

Appendix E Route Alternatives Data Analysis Tables - Route Segment Refinements

		Wildlife							
		Grassland Bird Conservation Areas		Important Bird Areas		Wildlife Management Areas		State Game Refuges	
Route Segment (Refinement) / Equivalent	Length (miles)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
Route Segment 229	1.2	0	0	0	0	0	0	0	0
Route Segment 229 Equivalent	1.2	0	0	0	0	0	0	0	0
Route Segment 230	0.7	2	22	0	0	0	0	0	0
Route Segment 230 Equivalent	0.7	11	81	0	0	0	0	0	0
Route Segment 231	4.2	0	0	0	0	0	0	0	0
Route Segment 231 Equivalent	3.9	0	0	0	0	0	0	0	0
Route Segment 232	1.8	32	230	0	0	0	0	0	0
Route Segment 232 Equivalent	2.3	42	295	0	0	0	0	0	0
Route Segment 235	3.2	39	266	0	0	0	0	< 1	4
Route Segment 236	3.4	26	213	0	0	0	0	5	44
Route Segment 237	3.3	26	220	0	0	0	0	5	44
Route Segment 238	3.2	39	262	0	0	0	0	5	44
Route Segment 239	3.2	39	265	0	0	0	0	5	44
Route Segment 240	3.2	32	217	0	0	0	0	5	44
Route Segment 235-240 Equivalent	3.1	37	254	0	0	0	0	5	44
Route Segment 242	1.1	13	86	0	0	0	0	7	63
Route Segment 242 Equivalent	0.6	1	22	0	0	0	0	11	70
Route Segment 243	2.1	0	0	0	0	0	0	0	0
Route Segment 243 Equivalent	1.7	0	0	0	0	0	0	0	0
Route Segment 244	2.1	35	250	0	0	0	0	0	0
Route Segment 244 Equivalent	2.0	17	132	0	0	0	0	0	0
Route Segment 245	4.2	56	388	0	0	0	0	13	75
Route Segment 246	6.9	107	726	0	0	0	0	13	75
Route Segment 245-246 Equivalent	3.5	44	310	0	0	0	0	21	138
Route Segment 247	2.0	36	253	0	0	0	0	0	0
Route Segment 248	2.3	42	290	0	0	0	0	0	0
Route Segment 247-248 Equivalent	1.9	35	244	0	0	0	0	0	0
Route Segment 249	2.5	0	0	0	0	0	0	0	0
Route Segment 249 Equivalent	2.1	0	0	0	0	0	0	0	0
Route Segment 250	1.3	0	0	0	0	0	0	0	0
Route Segment 250 Equivalent	1.4	0	0	0	0	0	0	0	0

Appendix E Route Alternatives Data Analysis Tables - Route Segment Refinements

		Wildlife					
		Waterfowl Production Areas		Shallow Wildlife Lakes		Wildlife Action Network Corridor Polygons	
Route Segment (Refinement) / Equivalent	Length (miles)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
Route Segment 204	1.5	0	0	0	0	27	195
Route Segment 204 Equivalent	1.5	0	0	0	0	27	196
Route Segment 206	2.0	0	0	0	0	37	261
Route Segment 206 Equivalent	2.0	0	0	0	0	26	196
Route Segment 207	1.0	0	0	0	0	< 1	2
Route Segment 207 Equivalent	1.0	0	0	0	0	0	0
Route Segment 208	1.5	0	0	0	0	0	0
Route Segment 208 Equivalent	1.5	0	0	0	0	0	0
Route Segment 210	0.5	0	0	0	0	0	0
Route Segment 210 Equivalent	0.6	0	0	0	0	0	0
Route Segment 211	7.0	0	0	0	0	0	0
Route Segment 219	7.1	0	0	0	0	0	0
Route Segment 211-219 Equivalent	6.1	0	0 0	0	0 0	0	0 0
Route Segment 212	4.5	0	0	0	0	0	0
Route Segment 212 Equivalent	4.5	0	0	0	0	0	0
Route Segment 213	5.0	0	0	0	0	0	0
Route Segment 213 Equivalent	4.0	0	0	0	0	0	0
Route Segment 214	2.2	0	0	0	0	11	76
Route Segment 214-Alternative Alignment 1 Equivalent	1.9	0	0 0	0	0 0	1	36 37
Route Segment 215	2.4	0	0	0	0	8	96
Route Segment 220	2.3	0	0	0	0	< 1	36
Route Segment 215-220 Equivalent	2.3	0	0	0	0	1	27
Route Segment 216	2.2	0	0	0	0	0	0
Route Segment 216 Equivalent	2.2	0	0	0	0	0	0
Route Segment 217	3.5	0	0	0	0	0	0
Route Segment 218	3.5	0	0	0	0	0	0
Route Segment 217-218 Equivalent	2.3	0	0	0	0	0	0
Route Segment 221	3.2	0	0	0	0	0	0
Route Segment 221 Equivalent	2.3	0	0	0	0	0	0
Route Segment 222	8.0	0	0	0	0	0	0
Route Segment 223	8.0	0	0	0	0	0	0
Route Segment 222-223 Equivalent	8.0	0	0	0	0	0	0
Route Segment 224	3.8	0	0	0	0	0	0
Route Segment 224 Equivalent	3.8	0	0	0	0	0	0
Route Segment 225	2.2	0	0	0	0	0	0
Route Segment 225 Equivalent	2.3	0	0	0	0	0	0

Appendix E Route Alternatives Data Analysis Tables - Route Segment Refinements

		Wildlife					
		Waterfowl Production Areas		Shallow Wildlife Lakes		Wildlife Action Network Corridor Polygons	
Route Segment (Refinement) / Equivalent	Length (miles)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
Route Segment 229	1.2	0	0	0	0	0	0
Route Segment 229 Equivalent	1.2	0	0	0	0	0	0
Route Segment 230	0.7	0	0	0	0	0	0
Route Segment 230 Equivalent	0.7	0	0	0	0	0	0
Route Segment 231	4.2	0	0	0	0	0	0
Route Segment 231 Equivalent	3.9	0	0	0	0	0	0
Route Segment 232	1.8	0	0	0	0	0	0
Route Segment 232 Equivalent	2.3	0	0	0	0	0	0
Route Segment 235	3.2	4	56	0	0	0	0
Route Segment 236	3.4	0	0	0	0	0	0
Route Segment 237	3.3	0	0	0	0	0	0
Route Segment 238	3.2	0	0	0	0	0	0
Route Segment 239	3.2	0	0	0	0	0	0
Route Segment 240	3.2	0	0	0	0	0	0
Route Segment 235-240 Equivalent	3.1	0	0	0	0	0	0
Route Segment 242	1.1	0	0	0	0	0	0
Route Segment 242 Equivalent	0.6	0	0	0	0	0	0
Route Segment 243	2.1	0	0	0	0	9	60
Route Segment 243 Equivalent	1.7	0	0	0	0	0	2
Route Segment 244	2.1	0	0	0	0	0	0
Route Segment 244 Equivalent	2.0	0	0	0	0	0	0
Route Segment 245	4.2	0	0	0	0	0	6
Route Segment 246	6.9	0	0	0	0	0	6
Route Segment 245-246 Equivalent	3.5	0	0	0	0	0	0
Route Segment 247	2.0	0	0	0	0	36	245
Route Segment 248	2.3	0	0	0	0	42	282
Route Segment 247-248 Equivalent	1.9	0	0	0	0	34	235
Route Segment 249	2.5	0	0	0	0	0	0
Route Segment 249 Equivalent	2.1	0	0	0	0	0	0
Route Segment 250	1.3	0	0	0	0	0	0
Route Segment 250 Equivalent	1.4	0	0	0	0	0	0

Appendix E Route Alternatives Data Analysis Tables - Route Segment Refinements

		Rare and Unique Natural Resources					
		State Threatened or Endangered Species		Sites of Biodiversity Significance		Native Plant Communities	
Route Segment (Refinement) / Equivalent	**Length (miles)**	Count within ROW	Count within route width	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
Route Segment 204	1.5	0	0	0	0	0	0
Route Segment 204 Equivalent	1.5	0	0	0	0	0	0
Route Segment 206	2.0	0	0	0	4	0	0
Route Segment 206 Equivalent	2.0	0	0	5	54	3	7
Route Segment 207	1.0	0	0	< 1	2	0	0
Route Segment 207 Equivalent	1.0	0	0	0	0	0	0
Route Segment 208	1.5	0	0	0	0	0	0
Route Segment 208 Equivalent	1.5	0	0	0	0	0	0
Route Segment 210	0.5	0	0	0	0	0	0
Route Segment 210 Equivalent	0.6	0	0	0	0	0	0
Route Segment 211	7.0	0	0	12	74	0	< 1
Route Segment 219	7.1	0	0	12	74	0	< 1
Route Segment 211-219 Equivalent	6.1	0	0 0	39	230 328	< 1	10 10
Route Segment 212	4.5	0	0	0	0	0	0
Route Segment 212 Equivalent	4.5	0	0	0	0	0	0
Route Segment 213	5.0	0	0	11	78	0	0
Route Segment 213 Equivalent	4.0	0	0	10	55	0	0
Route Segment 214	2.2	0	0	0	0	1	9
Route Segment 214-Alternative Alignment 1 Equivalent	1.9	0	0 0	10	62 221	0	0 1
Route Segment 215	2.4	0	0	0	5	0	1
Route Segment 220	2.3	0	0	0	4	0	0
Route Segment 215-220 Equivalent	2.3	0	0	0	3	0	0
Route Segment 216	2.2	0	0	0	0	0	0
Route Segment 216 Equivalent	2.2	0	0	0	0	0	0
Route Segment 217	3.5	0	0	0	0	0	0
Route Segment 218	3.5	0	0	0	0	0	0
Route Segment 217-218 Equivalent	2.3	0	0	0	0	0	0
Route Segment 221	3.2	0	0	0	0	0	0
Route Segment 221 Equivalent	2.3	0	0	0	0	0	0
Route Segment 222	8.0	0	0	0	0	0	0
Route Segment 223	8.0	0	0	0	0	0	0
Route Segment 222-223 Equivalent	8.0	0	0	0	0	0	0
Route Segment 224	3.8	0	0	1	5	0	0
Route Segment 224 Equivalent	3.8	0	0	0	0	0	0
Route Segment 225	2.2	0	0	10	60	0	0
Route Segment 225 Equivalent	2.3	0	0	18	120	0	0

Appendix E Route Alternatives Data Analysis Tables - Route Segment Refinements

		Rare and Unique Natural Resources					
		State Threatened or Endangered Species		Sites of Biodiversity Significance		Native Plant Communities	
Route Segment (Refinement) / Equivalent	**Length (miles)**	Count within ROW	Count within route width	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
Route Segment 229	1.2	0	0	0	0	0	0
Route Segment 229 Equivalent	1.2	0	0	0	0	0	0
Route Segment 230	0.7	0	0	0	0	0	0
Route Segment 230 Equivalent	0.7	0	0	0	0	0	0
Route Segment 231	4.2	0	0	0	0	0	0
Route Segment 231 Equivalent	3.9	0	0	0	0	0	0
Route Segment 232	1.8	0	0	0	0	0	0
Route Segment 232 Equivalent	2.3	0	0	0	0	0	0
Route Segment 235	3.2	0	0	0	0	0	0
Route Segment 236	3.4	0	0	0	0	0	0
Route Segment 237	3.3	0	0	0	0	0	0
Route Segment 238	3.2	0	0	0	0	0	0
Route Segment 239	3.2	0	0	0	0	0	0
Route Segment 240	3.2	0	0	0	0	0	0
Route Segment 235-240 Equivalent	3.1	0	0	0	0	0	0
Route Segment 242	1.1	0	0	0	0	0	0
Route Segment 242 Equivalent	0.6	0	0	0	0	0	0
Route Segment 243	2.1	1	1	0	3	0	0
Route Segment 243 Equivalent	1.7	0	1	0	0	0	0
Route Segment 244	2.1	0	0	0	0	0	0
Route Segment 244 Equivalent	2.0	0	0	0	0	0	0
Route Segment 245	4.2	0	0	0	< 1	0	0
Route Segment 246	6.9	0	0	0	1	0	0
Route Segment 245-246 Equivalent	3.5	0	0	1	25	0	0
Route Segment 247	2.0	1	1	0	0	0	0
Route Segment 248	2.3	1	1	0	0	0	0
Route Segment 247-248 Equivalent	1.9	1	1	0	0	0	0
Route Segment 249	2.5	0	0	0	0	0	0
Route Segment 249 Equivalent	2.1	0	0	< 1	13	0	0
Route Segment 250	1.3	0	0	0	0	0	0
Route Segment 250 Equivalent	1.4	0	1	0	0	0	0

Appendix E Route Alternatives Data Analysis Tables - Route Segment Refinements

		Rare and Unique Natural Resources					
		Railroad Rights-of-way Prairie		Prairie Bank Easements		Lakes of Biological Significance	
Route Segment (Refinement) / Equivalent	**Length (miles)**	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
Route Segment 204	1.5	0	0	0	0	0	0
Route Segment 204 Equivalent	1.5	0	0	0	0	0	0
Route Segment 206	2.0	0	0	0	0	0	0
Route Segment 206 Equivalent	2.0	0	0	0	0	0	0
Route Segment 207	1.0	0	0	0	0	0	0
Route Segment 207 Equivalent	1.0	0	0	0	0	0	0
Route Segment 208	1.5	0	0	0	0	0	0
Route Segment 208 Equivalent	1.5	0	0	0	0	0	0
Route Segment 210	0.5	0	0	0	0	0	0
Route Segment 210 Equivalent	0.6	0	0	0	0	0	0
Route Segment 211	7.0	0	0	0	0	0	0
Route Segment 219	7.1	0	0	0	0	0	0
Route Segment 211-219 Equivalent	6.1	0	0 0	0	0 0	0	0 0
Route Segment 212	4.5	0	0	0	0	0	0
Route Segment 212 Equivalent	4.5	0	0	0	0	0	0
Route Segment 213	5.0	0	0	0	0	0	0
Route Segment 213 Equivalent	4.0	0	0	0	0	0	0
Route Segment 214	2.2	0	0	4	17	0	0
Route Segment 214-Alternative Alignment 1 Equivalent	1.9	0	0 0	12	46 122	0	0 0
Route Segment 215	2.4	0	0	0	0	0	0
Route Segment 220	2.3	0	0	0	0	0	0
Route Segment 215-220 Equivalent	2.3	0	0	0	0	0	0
Route Segment 216	2.2	0	0	0	0	0	0
Route Segment 216 Equivalent	2.2	0	0	0	0	0	0
Route Segment 217	3.5	0	0	0	0	0	0
Route Segment 218	3.5	0	0	0	0	0	0
Route Segment 217-218 Equivalent	2.3	0	0	0	0	0	0
Route Segment 221	3.2	0	0	0	0	0	0
Route Segment 221 Equivalent	2.3	0	0	0	0	0	0
Route Segment 222	8.0	0	0	0	0	0	0
Route Segment 223	8.0	0	0	0	0	0	0
Route Segment 222-223 Equivalent	8.0	0	0	0	0	0	0
Route Segment 224	3.8	0	0	0	0	0	0
Route Segment 224 Equivalent	3.8	0	0	0	0	0	0
Route Segment 225	2.2	0	0	0	0	0	0
Route Segment 225 Equivalent	2.3	0	0	0	0	0	0

Appendix E Route Alternatives Data Analysis Tables - Route Segment Refinements

		Rare and Unique Natural Resources					
		Railroad Rights-of-way Prairie		Prairie Bank Easements		Lakes of Biological Significance	
Route Segment (Refinement) / Equivalent	**Length (miles)**	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
Route Segment 229	1.2	0	0	0	0	0	0
Route Segment 229 Equivalent	1.2	0	0	0	0	0	0
Route Segment 230	0.7	0	0	0	0	0	0
Route Segment 230 Equivalent	0.7	0	0	0	0	0	0
Route Segment 231	4.2	0	0	0	0	0	0
Route Segment 231 Equivalent	3.9	0	0	0	0	0	0
Route Segment 232	1.8	0	0	0	0	0	0
Route Segment 232 Equivalent	2.3	0	0	0	0	0	0
Route Segment 235	3.2	0	0	0	0	0	0
Route Segment 236	3.4	0	0	0	0	0	0
Route Segment 237	3.3	0	0	0	0	0	0
Route Segment 238	3.2	0	0	0	0	0	0
Route Segment 239	3.2	0	0	0	0	0	0
Route Segment 240	3.2	0	0	0	0	0	0
Route Segment 235-240 Equivalent	3.1	0	0	0	0	0	0
Route Segment 242	1.1	0	0	0	0	0	0
Route Segment 242 Equivalent	0.6	0	0	0	0	0	0
Route Segment 243	2.1	0	0	0	0	0	0
Route Segment 243 Equivalent	1.7	0	0	0	0	0	0
Route Segment 244	2.1	0	0	0	0	0	0
Route Segment 244 Equivalent	2.0	0	0	0	0	0	0
Route Segment 245	4.2	0	0	0	0	0	0
Route Segment 246	6.9	0	0	0	0	0	0
Route Segment 245-246 Equivalent	3.5	0	0	0	0	0	0
Route Segment 247	2.0	0	0	0	0	0	0
Route Segment 248	2.3	0	0	0	0	0	0
Route Segment 247-248 Equivalent	1.9	0	0	0	0	0	0
Route Segment 249	2.5	0	0	0	0	0	0
Route Segment 249 Equivalent	2.1	0	0	0	0	0	0
Route Segment 250	1.3	0	0	0	0	0	0
Route Segment 250 Equivalent	1.4	0	0	0	0	0	0

Appendix E Route Alternatives Data Analysis Tables - Alternative Alignments

				ROW Sharing / Paralleling			Human Settlement: Residences				Land-Based Economies (Agriculture)				Conser Easen
				Transmissio n line	Total ROW sharing (transmission line, road, and railroad)	Total length following no infrastructur e or division lines	Residence s within 0 - 75 ft	Residence s within 75 - 250 ft	Residences within 250 - 500 ft	Residences within 500 - 1,600 ft	Agricultura l Land	Prime Farmland	Center pivot irrigation systems	Center pivot irrigation systems	RIM
Route Segment / Equivalent	Alternative Alignment / Equivalent	Region	Length (mi)	Length (miles, percent)	Length (miles, percent)	Length (miles, percent)	Count	Count	Count	Count	Area within ROW (ac)	Area within ROW (ac)	Crossing count	Area within ROW (ac)	Area within route width (ac)
17-B-AA1	Alternative Alignment 1	Region B	1.9	0.1 (4)	0.8 (40)	0.6 (34)	0	1	1	4	27	14	0	0	0
17-B-214&AA1_Eq	Route Segment 214-Alternative Alignment 1 Equivalent [1]	Region B	1.9	0.6 (31)	0.6 (31)	0.7 (36)	0	0	0	4	30	12	0	0	0 0
37-C-AA2	Alternative Alignment 2	Region C	0.3	0 (0)	0 (0)	0.2 (90)	0	0	0	2	5	5	0	0	3
37-C-AA2_Eq	Alternative Alignment 2 Equivalent	Region C	0.3	0 (0)	0 (0)	0.2 (63)	0	0	0	2	5	6	0	0	3
38-G-AA3	Alternative Alignment 3	Region G	0.3	0 (0)	0 (0)	0.1 (33)	0	0	0	7	5	0	0	0	0
38-G-AA3_Eq	Alternative Alignment 3 Equivalent	Region G	0.2	0 (0)	0 (0)	0.2 (100)	0	0	0	7	4	0	0	0	0
39-B-AA4	Alternative Alignment 4	Region B	0.5	0 (0)	0.5 (100)	0 (0)	0	0	0	0	8	10	0	0	0
39-B-AA4_Eq	Alternative Alignment 4 Equivalent	Region B	0.6	0.2 (40)	0.3 (51)	0.3 (49)	0	0	0	0	10	11	0	0	0

(1) Applicant's route width differs from the assumed route width. Route width is assumed to include a 500 foot buffer (1,000 feet total) unless otherwise specified by the applicant. Where route width is used for data reporting, two values are provide both the assumed route width (top) and the applicant's route width (bottom).

Appendix E Route Alternatives Data Analysis Tables - Alternative Alignments

				·vation nents	Surface Waters and Wetlands				Vegetation		
				CREP	Watercourses	Waterbodies	Wetlands	Forested wetlands	Cultivated Crops	Hay/pasture	Forested
Route Segment / Equivalent	Alternative Alignment / Equivalent	Region	Length (mi)	Area within route width (ac)	Crossing count	Crossing count	Area within ROW (ac)	Area within ROW (ac)	Area within ROW (ac)	Area within ROW (ac)	Area within ROW (ac)
17-B-AA1	Alternative Alignment 1	Region B	1.9	34	1	0	< 1	< 1	27	0	0
17-B-214&AA1_Eq	Route Segment 214-Alternative Alignment 1 Equivalent [1]	Region B	1.9	61 97	2	0	1	0	30	0	0
37-C-AA2	Alternative Alignment 2	Region C	0.3	0	0	0	< 1	0	5	0	0
37-C-AA2_Eq	Alternative Alignment 2 Equivalent	Region C	0.3	0	0	0	< 1	0	5	0	0
38-G-AA3	Alternative Alignment 3	Region G	0.3	0	0	0	< 1	< 1	5	0	0
38-G-AA3_Eq	Alternative Alignment 3 Equivalent	Region G	0.2	0	0	0	< 1	0	4	0	0
39-B-AA4	Alternative Alignment 4	Region B	0.5	0	1	0	0	0	8	0	0
39-B-AA4_Eq	Alternative Alignment 4 Equivalent	Region B	0.6	0	1	0	0	0	10	0	0

(1) Applicant's route width differs from the assumed route width. Route width is assumed to reflect both the assumed route width (top) and the applicant's route width (bottom).

Appendix E Route Alternatives Data Analysis Tables - Alternative Alignments

				Wildlife							
				Grassland Bird Conservation Areas		Important Bird Areas		Wildlife Management Areas		State Game Refuges	
Route Segment / Equivalent	Alternative Alignment / Equivalent	Region	Length (mi)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
17-B-AA1	Alternative Alignment 1	Region B	1.9	4	28	0	0	0	0	0	0
17-B-214&AA1_Eq	Route Segment 214-Alternative Alignment 1 Equivalent [1]	Region B	1.9	4	39 146	0	0 0	0	0 0	0	0 0
37-C-AA2	Alternative Alignment 2	Region C	0.3	0	0	0	0	0	0	0	0
37-C-AA2_Eq	Alternative Alignment 2 Equivalent	Region C	0.3	0	0	0	0	0	0	0	0
38-G-AA3	Alternative Alignment 3	Region G	0.3	5	50	0	0	0	0	0	0
38-G-AA3_Eq	Alternative Alignment 3 Equivalent	Region G	0.2	4	42	0	0	0	0	0	0
39-B-AA4	Alternative Alignment 4	Region B	0.5	0	0	0	0	0	0	0	0
39-B-AA4_Eq	Alternative Alignment 4 Equivalent	Region B	0.6	0	0	0	0	0	0	0	0

(1) Applicant's route width differs from the assumed route width. Route width is assume
both the assumed route width (top) and the applicant's route width (bottom).

Appendix E Route Alternatives Data Analysis Tables - Alternative Alignments

				Wildlife					
				Waterfowl Production Areas		Shallow Wildlife Lakes		Wildlife Action Network Corridor Polygons	
Route Segment / Equivalent	Alternative Alignment / Equivalent	Region	Length (mi)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
17-B-AA1	Alternative Alignment 1	Region B	1.9	0	0	0	0	0	9
17-B-214&AA1_Eq	Route Segment 214-Alternative Alignment 1 Equivalent [1]	Region B	1.9	0	0 0	0	0 0	1	36 37
37-C-AA2	Alternative Alignment 2	Region C	0.3	0	0	0	0	0	0
37-C-AA2_Eq	Alternative Alignment 2 Equivalent	Region C	0.3	0	0	0	0	0	0
38-G-AA3	Alternative Alignment 3	Region G	0.3	0	0	0	0	0	0
38-G-AA3_Eq	Alternative Alignment 3 Equivalent	Region G	0.2	0	0	0	0	0	0
39-B-AA4	Alternative Alignment 4	Region B	0.5	0	0	0	0	0	0
39-B-AA4_Eq	Alternative Alignment 4 Equivalent	Region B	0.6	0	0	0	0	0	0

(1) Applicant's route width differs from the assumed route width. Route width is assume
both the assumed route width (top) and the applicant's route width (bottom).

Appendix E Route Alternatives Data Analysis Tables - Alternative Alignments

				Rare and Unique Natural Resources				Rare and Unique Natural Resources							
				State Threatened or Endangered Species		Sites of Biodiversity Significance		Native Plant Communities		Railroad Rights-of-way Prairie		Prairie Bank Easements		Lakes of Biological Significance	
Route Segment / Equivalent	**Alternative Alignment / Equivalent**	**Region**	**Length (mi)**	Count within ROW	Count within route width	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)	Area within ROW (ac)	Area within route width (ac)
17-B-AA1	Alternative Alignment 1	Region B	1.9	0	0	13	96	< 1	1	0	0	0	12	0	0
17-B-214&AA1_Eq	Route Segment 214-Alternative Alignment 1 Equivalent [1]	Region B	1.9	0	0 0	10	62 221	0	0 1	0	0 0	12	46 122	0	0 0
37-C-AA2	Alternative Alignment 2	Region C	0.3	0	0	0	0	0	0	0	0	0	0	0	0
37-C-AA2_Eq	Alternative Alignment 2 Equivalent	Region C	0.3	0	0	0	0	0	0	0	0	0	0	0	0
38-G-AA3	Alternative Alignment 3	Region G	0.3	0	0	0	0	0	0	0	0	0	0	0	0
38-G-AA3_Eq	Alternative Alignment 3 Equivalent	Region G	0.2	0	0	0	0	0	0	0	0	0	0	0	0
39-B-AA4	Alternative Alignment 4	Region B	0.5	0	0	0	0	0	0	0	0	0	0	0	0
39-B-AA4_Eq	Alternative Alignment 4 Equivalent	Region B	0.6	0	0	0	0	0	0	0	0	0	0	0	0

(1) Applicant's route width differs from the assumed route width. Route width is assume
both the assumed route width (top) and the applicant's route width (bottom).

STATE OF MINNESOTA PUBLIC UTILITIES COMMISSION

ROUTE PERMIT FOR
[PROJECT NAME]

A HIGH-VOLTAGE TRANSMISSION LINE AND ASSOCIATED FACILITIES

IN
[COUNTY]

ISSUED TO
[PERMITTEE]

PUC DOCKET NO. [Docket Number]

In accordance with the requirements of Minnesota Statutes Chapter 216E and Minnesota Rules Chapter 7850 this route permit is hereby issued to:

[Permittee]

[Permittee] is authorized by this route permit to construct and operate [Provide a description of the project authorized by the Minnesota Public Utilities Commission].

The high-voltage transmission line and associated facilities shall be built within the route identified in this route permit and as portrayed on the route maps and in compliance with the conditions specified in this route permit.

Approved and adopted this ____ day of [Month, Year]

BY ORDER OF THE COMMISSION

_____
Will Seuffert,
Executive Secretary

SAMPLE PERMIT

To request this document in another format such as large print or audio, call 651-296-0406 or 800-657-3782 (voice). Persons with a hearing or speech impairment may call using their preferred Telecommunications Relay Service or email consumer.puc@state.mn.us for assistance.

CONTENTS

1 ROUTE PERMIT 1
1.1 Pre-emption 1
2 TRANSMISSION FACILITY DESCRIPTION 1
2.1 Structures 1
2.2 Conductors 1
2.1 Substations and Associated Facilities 2
3 DESIGNATED ROUTE 2
4 RIGHT-OF-WAY 2
5 GENERAL CONDITIONS 3
5.1 Route Permit Distribution 3
5.2 Access to Property 3
5.3 Construction and Operation Practices 3
5.3.1 Field Representative 3
5.3.2 Employee Training - Route Permit Terms and Conditions 4
5.3.3 Independent Third-Party Monitoring 4
5.3.4 Public Services, Public Utilities, and Existing Easements 4
5.3.5 Temporary Workspace 5
5.3.6 Noise 5
5.3.7 Aesthetics 5
5.3.8 Soil Erosion and Sediment Control 6
5.3.9 Wetlands and Water Resources 6
5.3.10 Vegetation Management 7
5.3.11 Application of Pesticides 7
5.3.12 Invasive Species 7
5.3.13 Noxious Weeds 8
5.3.14 Roads 8
5.3.15 Archaeological and Historic Resources 8
5.3.16 Avian Protection 9
5.3.17 Restoration 9
5.3.18 Cleanup 9
5.3.19 Pollution and Hazardous Wastes 9
5.3.20 Damages 10

SAMPLE PERMIT

5.4 Electrical Performance Standards 10
5.4.1 Grounding 10
5.4.2 Electric Field 10
5.4.3 Interference with Communication Devices 10
5.5 Other Requirements 10
5.5.1 Safety Codes and Design Requirements 11
5.5.2 Other Permits and Regulations 11
6 SPECIAL CONDITIONS 11
7 DELAY IN CONSTRUCTION 11
8 COMPLAINT PROCEDURES 11
9 COMPLIANCE REQUIREMENTS 12
9.1 Pre-Construction Meeting 12
9.2 Plan and Profile 12
9.3 Status Reports 13
9.4 In-Service Date 13
9.5 As-Builts 13
9.6 GPS Data 13
9.7 Right of Entry 14
10 ROUTE PERMIT AMENDMENT 14
11 TRANSFER OF ROUTE PERMIT 14
12 REVOCATION OR SUSPENSION OF ROUTE PERMIT 15

ATTACHMENTS

Attachment 1 – Complaint Handling Procedures for Permitted Energy Facilities
Attachment 2 – Compliance Filing Procedures for Permitted Energy Facilities
Attachment 3 – Route Permit Maps

SAMPLE PERMIT

1 ROUTE PERMIT

The Minnesota Public Utilities Commission (Commission) hereby issues this route permit to [Permittee Name] (Permittee) pursuant to Minnesota Statutes Chapter 216E and Minnesota Rules Chapter 7850. This route permit authorizes the Permittee to construct and operate a [Provide a description of the project as authorized by the Commission], and as identified in the attached route maps, hereby incorporated into this document ([Project Name], henceforth known as Transmission Facility).

1.1 Pre-emption

Pursuant to Minn. Stat. § 216E.10, this route permit shall be the sole route approval required for construction of the transmission facilities and this route permit shall supersede and preempt all zoning, building, or land use rules, regulations, or ordinances promulgated by regional, county, local and special purpose governments.

2 TRANSMISSION FACILITY DESCRIPTION

[Provide a description of the Transmission Facility as authorized by the Commission]

The Transmission Facility is located in the following:

County	Township Name	Township	Range	Section

2.1 Structures

[Provide a detailed description of the structures authorized by the Commission]

2.2 Conductors

[Provide a detailed description of the conductors authorized by the Commission]

The table below details specifics on the various structure and conductor types as presented in the route permit application.

Line Type	Conductor	Structure		Foundation	Height	Span
		Type	Material			

SAMPLE PERMIT

2.1 Substations and Associated Facilities

[Provide a detailed description of the associated facilities and substations as authorized by the Commission]

3 DESIGNATED ROUTE

The route designated by the Commission is described below and shown on the route maps attached to this route permit (Designated Route). The Designated Route is generally described as follows:

[Provide detailed description of the authorized route including the route widths and any other specifics relevant to each segment. Also include a reference to the relevant route map to be attached to the route permit.]

The Designed Route includes an anticipated alignment and a right-of-way. The right-of-way is the physical land needed for the safe operation of the transmission line. The Permittee shall locate the alignment and associated right-of-way within the Designated Route unless otherwise authorized by this route permit or the Commission. The Designated Route provides the Permittee with flexibility for minor adjustments of the alignment and right-of-way to accommodate landowner requests and unforeseen conditions.

Any modifications to the Designated Route or modifications that would result in right-of-way placement outside the Designated Route shall be specifically reviewed by the Commission in accordance with Minn. R. 7850.4900 and Section 10 of this route permit.

4 RIGHT-OF-WAY

This route permit authorizes the Permittee to obtain a new permanent right-of-way for the transmission line up to [number] feet in width. The permanent right-of-way is typically [number] feet on both sides of the transmission line measured from its centerline or alignment.

The anticipated alignment is intended to minimize potential impacts relative to the criteria identified in Minn. R. 7850.4100. The final alignment must generally conform to the anticipated alignment identified on the route maps unless changes are requested by individual landowners and agreed to by the Permittee or for unforeseen conditions that are encountered or as otherwise provided for by this route permit.

Any right-of-way or alignment modifications within the Designated Route shall be located so as to have comparable overall impacts relative to the factors in Minn. R. 7850.4100, as does the right-of-way and alignment identified in this route permit, and shall be specifically identified

SAMPLE PERMIT

and documented in and approved as part of the plan and profile submitted pursuant to Section 9.1 of this route permit.

Where the transmission line parallels existing highway and other road rights-of-way, the transmission line right-of-way shall occupy and utilize the existing right-of-way to the maximum extent possible; consistent with the criteria in Minn. R. 7850.4100, and the other requirements of this route permit; and for highways under the jurisdiction of the Minnesota Department of Transportation, the procedures for accommodating utilities in trunk highway rights-of-way.

5 GENERAL CONDITIONS

The Permittee shall comply with the following conditions during construction and operation of the Transmission Facility over the life of this route permit.

5.1 Route Permit Distribution

Within 30 days of issuance of this route permit, the Permittee shall provide all affected landowners with a copy of this route permit and the complaint procedures. An affected landowner is any landowner or designee that is within or adjacent to the Designated Route. In no case shall a landowner receive this route permit and complaint procedures less than five days prior to the start of construction on their property. The Permittee shall also provide a copy of this route permit and the complaint procedures to the applicable regional development commissions, county environmental offices, and city and township clerks. The Permittee shall file with the Commission an affidavit of its route permit and complaint procedures distribution within 30 days of issuance of this route permit.

5.2 Access to Property

The Permittee shall notify landowners prior to entering or conducting maintenance within their property, unless otherwise negotiated with the landowner. The Permittee shall keep records of compliance with this section and provide them upon the request of the Minnesota Department of Commerce (Commerce) or Commission staff.

5.3 Construction and Operation Practices

The Permittee shall comply with the construction practices, operation and maintenance practices, and material specifications described in the permitting record for this Transmission Facility unless this route permit establishes a different requirement in which case this route permit shall prevail.

5.3.1 Field Representative

SAMPLE PERMIT

The Permittee shall designate a field representative responsible for overseeing compliance with the conditions of this route permit during construction of the Transmission Facility. This person shall be accessible by telephone or other means during normal business hours throughout site preparation, construction, cleanup, and restoration.

The Permittee shall file with the Commission the name, address, email, phone number, and emergency phone number of the field representative at least 14 days prior to the pre-construction meeting. The Permittee shall provide the field representative's contact information to affected landowners, local government units and other interested persons at least 14 days prior to the pre-construction meeting. The Permittee may change the field representative at any time upon notice to the Commission, affected landowners, local government units and other interested persons. The Permittee shall file with the Commission an affidavit of distribution of its field representative's contact information at least 14 days prior to the pre-construction meeting and upon changes to the field representative.

5.3.2 Employee Training - Route Permit Terms and Conditions

The Permittee shall train all employees, contractors, and other persons involved in the Transmission Facility construction regarding the terms and conditions of this route permit. The Permittee shall keep records of compliance with this section and provide them upon the request of Commerce or Commission staff.

5.3.3 Independent Third-Party Monitoring

Prior to any construction, the Permittee shall propose a scope of work and identify an independent third-party monitor to conduct Project construction monitoring on behalf of the Department of Commerce. The scope of work shall be developed in consultation with and approved by the Department of Commerce. This third-party monitor will report directly to and will be under the control of the Department of Commerce with costs borne by the Permittee. Commerce staff shall keep records of compliance with this section and will ensure that status reports detailing the construction monitoring are filed with the Commission in accordance with scope of work approved by the Department of Commerce.

5.3.4 Public Services, Public Utilities, and Existing Easements

During Transmission Facility construction, the Permittee shall minimize any disruption to public services or public utilities. To the extent disruptions to public services or public utilities occur these shall be temporary, and the Permittee shall restore service promptly. Where any impacts to utilities have the potential to occur the Permittee will work with both landowners and local

SAMPLE PERMIT

entities to determine the most appropriate mitigation measures if not already considered as part of this route permit.

The Permittee shall cooperate with county and city road authorities to develop appropriate signage and traffic management during construction. The Permittee shall keep records of compliance with this section and provide them upon the request of Commerce or Commission staff.

5.3.5 Temporary Workspace

The Permittee shall limit temporary easements to special construction access needs and additional staging or lay-down areas required outside of the authorized right-of-way. Temporary space shall be selected to limit the removal and impacts to vegetation. The Permittee shall obtain temporary easements outside of the authorized transmission line right-of-way from affected landowners through rental agreements. Temporary easements are not provided for in this route permit.

The Permittee may construct temporary driveways between the roadway and the structures to minimize impact using the shortest route feasible. The Permittee shall use construction mats to minimize impacts on access paths and construction areas. The Permittee shall submit the location of temporary workspaces and driveways with the plan and profile pursuant to Section 9.1.

5.3.6 Noise

The Permittee shall comply with noise standards established under Minn. R. 7030.0010 to 7030.0080. The Permittee shall limit construction and maintenance activities to daytime working hours to the extent practicable.

5.3.7 Aesthetics

The Permittee shall consider input pertaining to visual impacts from landowners or land management agencies prior to final location of structures, rights-of-way, and other areas with the potential for visual disturbance. The Permittee shall use care to preserve the natural landscape, minimize tree removal and prevent any unnecessary destruction of the natural surroundings in the vicinity of the Transmission Facility during construction and maintenance. The Permittee shall work with landowners to locate the high-voltage transmission line to minimize the loss of agricultural land, forest, and wetlands, and to avoid homes and farmsteads. The Permittee shall place structures at a distance, consistent with sound engineering principles and system reliability criteria, from intersecting roads, highways, or trail crossings.

SAMPLE PERMIT

5.3.8 Soil Erosion and Sediment Control

The Permittee shall implement those erosion prevention and sediment control practices recommended by the Minnesota Pollution Control Agency Construction Stormwater Program. If construction of the Transmission Facility disturbs more than one acre of land or is sited in an area designated by the Minnesota Pollution Control Agency as having potential for impacts to water resources, the Permittee shall obtain a National Pollutant Discharge Elimination System/State Disposal System Construction Stormwater Permit from the Minnesota Pollution Control Agency that provides for the development of a Stormwater Pollution Prevention Plan that describes methods to control erosion and runoff.

The Permittee shall implement reasonable measures to minimize erosion and sedimentation during construction and shall employ perimeter sediment controls, protect exposed soil by promptly planting, seeding, using erosion control blankets and turf reinforcement mats, stabilizing slopes, protecting storm drain inlets, protecting soil stockpiles, and controlling vehicle tracking. Contours shall be graded as required so that all surfaces provide for proper drainage, blend with the natural terrain, and are left in a condition that will facilitate re-vegetation and prevent erosion. All areas disturbed during construction of the Transmission Facility shall be returned to pre-construction conditions.

5.3.9 Wetlands and Water Resources

The Permittee shall develop wetland impact avoidance measures and implement them during construction of the Transmission Facility. Measures shall include spacing and placing the power poles at variable distances to span and avoid wetlands, watercourses, and floodplains. Unavoidable wetland impacts as a result of the placement of poles shall be limited to the immediate area around the poles. To minimize impacts, the Permittee shall construct in wetland areas during frozen ground conditions where practicable and according to permit requirements by the applicable permitting authority. When construction during winter is not possible, the Permittee shall use wooden or composite mats to protect wetland vegetation.

The Permittee shall contain soil excavated from the wetlands and riparian areas and not place it back into the wetland or riparian area. The Permittee shall access wetlands and riparian areas using the shortest route feasible in order to minimize travel through wetland areas and prevent unnecessary impacts. The Permittee shall not place staging or stringing set up areas within or adjacent to wetlands or water resources, as practicable. The Permittee shall assemble power pole structures on upland areas before they are brought to the site for installation.

SAMPLE PERMIT

The Permittee shall restore wetland and water resource areas disturbed by construction activities to pre-construction conditions in accordance with the requirements of applicable state and federal permits or laws and landowner agreements.

The Permittee shall meet all requirements of the U.S. Army Corps of Engineers, Minnesota Department of Natural Resources, and local units of government.

5.3.10 Vegetation Management

The Permittee shall minimize the number of trees to be removed in selecting the right-of-way specifically preserving to the maximum extent practicable windbreaks, shelterbelts, living snow fences, and vegetation in areas such as trail and stream crossings where vegetative screening may minimize aesthetic impacts, to the extent that such actions do not violate sound engineering principles or system reliability criteria.

The Permittee shall remove tall growing species located within the transmission line right-of-way that endanger the safe and reliable operation of the transmission line. The Permittee shall leave undisturbed, to the extent possible, existing low growing species in the right-of-way or replant such species in the right-of-way to blend the difference between the right-of-way and adjacent areas, to the extent that the low growing vegetation that will not pose a threat to the transmission line or impede construction.

5.3.11 Application of Pesticides

The Permittee shall restrict pesticide use to those pesticides and methods of application approved by the Minnesota Department of Agriculture, Minnesota Department of Natural Resources, and the U.S. Environmental Protection Agency. Selective foliage or basal application shall be used when practicable. All pesticides shall be applied in a safe and cautious manner so as not to damage adjacent properties including crops, orchards, tree farms, apiaries, or gardens. The Permittee shall contact the landowner at least 14 days prior to pesticide application on their property. The Permittee may not apply any pesticide if the landowner requests that there be no application of pesticides within the landowner's property. The Permittee shall provide notice of pesticide application to landowners and beekeepers operating apiaries within three miles of the pesticide application area at least 14 days prior to such application. The Permittee shall keep pesticide communication and application records and provide them upon the request of Commerce or Commission staff.

5.3.12 Invasive Species

The Permittee shall employ best management practices to avoid the potential introduction and spread of invasive species on lands disturbed by Transmission Facility construction activities.

SAMPLE PERMIT

The Permittee shall develop an Invasive Species Prevention Plan and file it with the Commission at least 14 days prior to the pre-construction meeting. The Permittee shall comply with the most recently filed Invasive Species Prevention Plan.

5.3.13 Noxious Weeds

The Permittee shall take all reasonable precautions against the spread of noxious weeds during all phases of construction. When utilizing seed to establish temporary and permanent vegetative cover on exposed soil the Permittee shall select site appropriate seed certified to be free of noxious weeds. To the extent possible, the Permittee shall use native seed mixes. The Permittee shall keep records of compliance with this section and provide them upon the request of Commerce or Commission staff.

5.3.14 Roads

The Permittee shall advise the appropriate governing bodies having jurisdiction over all state, county, city, or township roads that will be used during the construction phase of the Transmission Facility. Where practical, existing roadways shall be used for all activities associated with construction of the Transmission Facility. Oversize or overweight loads associated with the Transmission Facility shall not be hauled across public roads without required permits and approvals.

The Permittee shall construct the fewest number of site access roads required. Access roads shall not be constructed across streams and drainage ways without the required permits and approvals. Access roads shall be constructed in accordance with all necessary township, county or state road requirements and permits.

The Permittee shall promptly repair private roads or lanes damaged when moving equipment or when accessing construction workspace, unless otherwise negotiated with the affected landowner.

5.3.15 Archaeological and Historic Resources

The Permittee shall make every effort to avoid impacts to archaeological and historic resources when constructing the Transmission Facility. In the event that a resource is encountered, the Permittee shall consult with the State Historic Preservation Office and the State Archaeologist. Where feasible, avoidance of the resource is required. Where not feasible, mitigation must include an effort to minimize Transmission Facility impacts on the resource consistent with State Historic Preservation Office and State Archaeologist requirements.

SAMPLE PERMIT

Prior to construction, the Permittee shall train workers about the need to avoid cultural properties, how to identify cultural properties, and procedures to follow if undocumented cultural properties, including gravesites, are found during construction. If human remains are encountered during construction, the Permittee shall immediately halt construction and promptly notify local law enforcement and the State Archaeologist. The Permittee shall not resume construction at such location until authorized by local law enforcement or the State Archaeologist. The Permittee shall keep records of compliance with this section and provide them upon the request of Commerce or Commission staff.

5.3.16 Avian Protection

The Permittee in cooperation with the Minnesota Department of Natural Resources 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. The Permittee shall submit documentation of its avian protection coordination with the plan and profile pursuant to Section 9.1.

5.3.17 Restoration

The Permittee shall restore the right-of-way, temporary workspaces, access roads, abandoned right-of-way, and other public or private lands affected by construction of the Transmission Facility. Restoration within the right-of-way must be compatible with the safe operation, maintenance, and inspection of the transmission line. Within 60 days after completion of all restoration activities, the Permittee shall file with the Commission a Notification of Restoration Completion.

5.3.18 Cleanup

The Permittee shall remove and properly dispose of all waste and scrap from the right-of-way and all premises on which construction activities were conducted upon completion of each task. The Permittee shall remove and properly dispose of all personal litter, including bottles, cans, and paper from construction activities on a daily basis.

5.3.19 Pollution and Hazardous Wastes

The Permittee shall take all appropriate precautions to protect against pollution of the environment. The Permittee shall be responsible for compliance with all laws applicable to the

SAMPLE PERMIT

generation, storage, transportation, clean up and disposal of all wastes generated during construction and restoration of the right-of-way.

5.3.20 Damages

The Permittee shall fairly restore or compensate landowners for damage to crops, fences, private roads and lanes, landscaping, drain tile, or other damages sustained during construction. The Permittee shall keep records of compliance with this section and provide them upon the request of Commerce or Commission staff.

5.4 Electrical Performance Standards

5.4.1 Grounding

The Permittee shall design, construct, and operate the transmission line in a manner so that the maximum induced steady-state short-circuit current shall be limited to five milliamperes root mean square (rms) alternating current between the ground and any non-stationary object within the right-of-way, including but not limited to large motor vehicles and agricultural equipment. All fixed metallic objects on or off the right-of-way, except electric fences that parallel or cross the right-of-way, shall be grounded to the extent necessary to limit the induced short-circuit current between ground and the object so as not to exceed one milliampere rms under steady state conditions of the transmission line and to comply with the ground fault conditions specified in the National Electric Safety Code. The Permittee shall address and rectify any induced current problems that arise during transmission line operation.

5.4.2 Electric Field

The Permittee shall design, construct, and operate the transmission line in such a manner that the electric field measured one meter above ground level immediately below the transmission line shall not exceed 8.0 kV/m rms.

5.4.3 Interference with Communication Devices

If interference with radio or television, satellite, wireless internet, GPS-based agriculture navigation systems or other communication devices is caused by the presence or operation of the Transmission Facility, the Permittee shall take whatever action is necessary to restore or provide reception equivalent to reception levels in the immediate area just prior to the construction of the Transmission Facility. The Permittee shall keep records of compliance with this section and provide them upon the request of Commerce or Commission staff.

5.5 Other Requirements

SAMPLE PERMIT

5.5.1 Safety Codes and Design Requirements

The Permittee shall design the transmission line and associated facilities to meet or exceed all relevant local and state codes, the National Electric Safety Code, and North American Electric Reliability Corporation requirements. This includes standards relating to clearances to ground, clearance to crossing utilities, clearance to buildings, strength of materials, clearances over roadways, right-of-way widths, and permit requirements.

5.5.2 Other Permits and Regulations

The Permittee shall comply with all applicable state rules and statutes. The Permittee shall obtain all required permits for the Transmission Facility and comply with the conditions of those permits unless those permits conflict with or are preempted by federal or state permits and regulations. The Permittee shall submit a copy of such permits upon the request of Commerce or Commission staff.

At least 14 days prior to the pre-construction meeting, the Permittee shall file with the Commission an Other Permits and Regulations Submittal that contains a detailed status of all permits, authorizations, and approvals that have been applied for specific to the Transmission Facility. The Other Permits and Regulations Submittal shall also include the permitting agency or authority, the name of the permit, authorization, or approval being sought, contact person and contact information for the permitting agency or authority, brief description of why the permit, authorization, or approval is needed, application submittal date, and the date the permit, authorization, or approval was issued or is anticipated to be issued.

6 SPECIAL CONDITIONS

The special conditions shall take precedence over other conditions of this permit should there be a conflict.

[Add Special Conditions in accordance with the record of the docket]

7 DELAY IN CONSTRUCTION

If the Permittee has not commenced construction or improvement of the route within four years after the date of issuance of this route permit the Permittee shall file a Failure to Construct Report and the Commission shall consider suspension of this route permit in accordance with Minn. R. 7850.4700.

8 COMPLAINT PROCEDURES

SAMPLE PERMIT

At least 14 days prior to the pre-construction meeting, the Permittee shall file with the Commission the complaint procedures that will be used to receive and respond to complaints. The complaint procedures shall be in accordance with the requirements of Minn. R. 7829.1500 or Minn. R. 7829.1700, and as set forth in the complaint procedures attached to this route permit.

Upon request, the Permittee shall assist Commerce or Commission staff with the disposition of unresolved or longstanding complaints. This assistance shall include, but is not limited to, the submittal of complaint correspondence and complaint resolution efforts.

9 COMPLIANCE REQUIREMENTS

Failure to timely and properly make compliance filings required by this route permit is a failure to comply with the conditions of this route permit. Compliance filings must be electronically filed with the Commission.

9.1 Pre-Construction Meeting

Prior to the start of construction, the Permittee shall participate in a pre-construction meeting with Commerce and Commission staff to review pre-construction filing requirements, scheduling, and to coordinate monitoring of construction and site restoration activities. Within 14 days following the pre-construction meeting, the Permittee shall file with the Commission a summary of the topics reviewed and discussed and a list of attendees. The Permittee shall indicate in the filing the anticipated construction start date.

9.2 Plan and Profile

At least 14 days prior to the pre-construction meeting, the Permittee shall file with the Commission, and provide the Department of Commerce, and the counties where the Transmission Facility, or portion of the Transmission Facility, will be constructed with a plan and profile of the right-of-way and the specifications and drawings for right-of-way preparation, construction, structure specifications and locations, cleanup, and restoration for the Transmission Facility. The documentation shall include maps depicting the plan and profile including the right-of-way, alignment, and structures in relation to the route and alignment approved per this route permit.

The Permittee may not commence construction until the earlier of (i) 30 days after the pre-construction meeting or (ii) or until the Commission staff has notified the Permittee in writing that it has completed its review of the documents and determined that the planned construction is consistent with this route permit.

SAMPLE PERMIT

If the Commission notifies the Permittee in writing within 30 days after the pre-construction meeting that it has completed its review of the documents and planned construction, and finds that the planned construction is not consistent with this route permit, the Permittee may submit additional and/or revised documentation and may not commence construction until the Commission has notified the Permittee in writing that it has determined that the planned construction is consistent with this route permit.

If the Permittee intends to make any significant changes in its plan and profile or the specifications and drawings after submission to the Commission, the Permittee shall notify the Commission, the Department of Commerce, and county staff at least five days before implementing the changes. No changes shall be made that would be in violation of any of the terms of this route permit.

9.3 Status Reports

The Permittee shall file with the Commission monthly Construction Status Reports beginning with the pre-construction meeting and until completion of restoration. Construction Status Reports shall describe construction activities and progress, activities undertaken in compliance with this route permit, and shall include text and photographs.

If the Permittee does not commence construction of the Transmission Facility within six months of this route permit issuance, the Permittee shall file with the Commission Pre-Construction Status Reports on the anticipated timing of construction every six months beginning with the issuance of this route permit until the pre-construction meeting.

9.4 In-Service Date

At least three days before the Transmission Facility is to be placed into service, the Permittee shall notify the Commission of the date on which the Transmission Facility will be placed into service and the date on which construction was completed.

9.5 As-Builts

Within 90 days after completion of construction, the Permittee shall submit to the Commission copies of all final as-built plans and specifications developed during the Transmission Facility construction.

9.6 GPS Data

SAMPLE PERMIT

Within 90 days after completion of construction, the Permittee shall submit to the Commission, in the format requested by the Commission, geo-spatial information (e.g., ArcGIS compatible map files, GPS coordinates, associated database of characteristics) for all structures associated with the Transmission Facility and each substation connected.

9.7 Right of Entry

The Permittee shall allow Commission designated representatives to perform the following, upon reasonable notice, upon presentation of credentials and at all times in compliance with the Permittee's site safety standards:

(a) To enter upon the facilities easement of the property for the purpose of obtaining information, examining records, and conducting surveys or investigations.
(b) To bring such equipment upon the facilities easement of the property as is necessary to conduct such surveys and investigations.
(c) To sample and monitor upon the facilities easement of the property.
To examine and copy any documents pertaining to compliance with the conditions of this route permit.

10 ROUTE PERMIT AMENDMENT

This route permit may be amended at any time by the Commission. Any person may request an amendment of the conditions of this route permit by submitting a request to the Commission in writing describing the amendment sought and the reasons for the amendment. The Commission will mail notice of receipt of the request to the Permittee. The Commission may amend the conditions after affording the Permittee and interested persons such process as is required under Minn. R. 7850.4900.

11 TRANSFER OF ROUTE PERMIT

The Permittee may request at any time that the Commission transfer this route permit to another person or entity (transferee). In its request, the Permittee must provide the Commission with:

(a) the name and description of the transferee;
(b) the reasons for the transfer;
(c) a description of the facilities affected; and
(d) the proposed effective date of the transfer.

The transferee must provide the Commission with a certification that it has read, understands and is able to comply with the plans and procedures filed for the Transmission Facility and all

SAMPLE PERMIT

conditions of this route permit. The Commission may authorize transfer of the route permit after affording the Permittee, the transferee, and interested persons such process as is required under Minn. R. 7850.5000.

12 REVOCATION OR SUSPENSION OF ROUTE PERMIT

The Commission may initiate action to revoke or suspend this route permit at any time. The Commission shall act in accordance with the requirements of Minn. R. 7850.5100, to revoke or suspend this route permit.

SAMPLE PERMIT

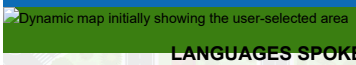
EPA

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Chippewa County, MN

Tract: 27023950400
Population: 2,405
Area in square miles: 138.30



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	95%
Spanish	4%
Total Non-English	5%

COMMUNITY INFORMATION

Low income: 31 percent
People of color: 9 percent
Less than high school education: 11 percent
Limited English households: 1 percent
Unemployment: 3 percent
Persons with disabilities: 13 percent
Male: 48 percent
Female: 52 percent
78 years — Average life expectancy
$34,453 — Per capita income
Number of households: 927
Owner occupied: 76 percent

BREAKDOWN BY RACE

White: 91%
Black: 0%
American Indian: 2%
Asian: 0%
Hawaiian/Pacific Islander: 0%
Other race: 0%
Two or more races: 1%
Hispanic: 7%

BREAKDOWN BY AGE

From Ages 1 to 4	7%
From Ages 1 to 18	24%
From Ages 18 and up	76%
From Ages 65 and up	21%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	100%
Speak Other Indo-European Languages	0%
Speak Asian-Pacific Island Languages	0%
Speak Other Languages	0%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

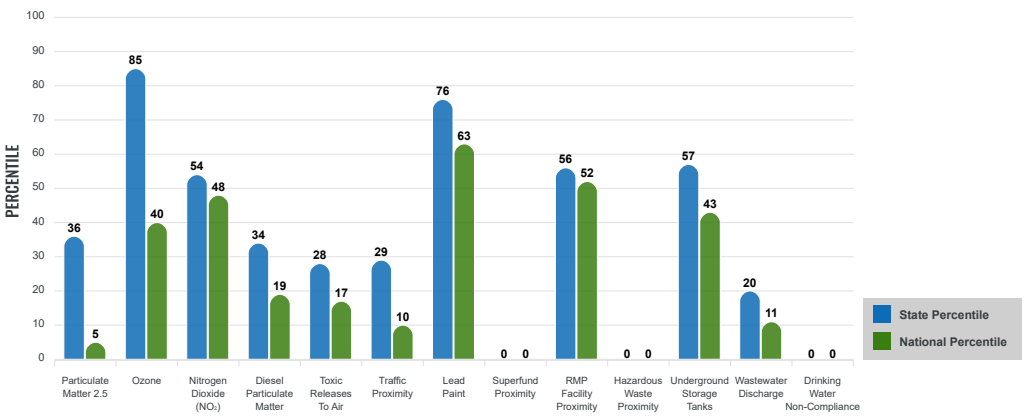
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

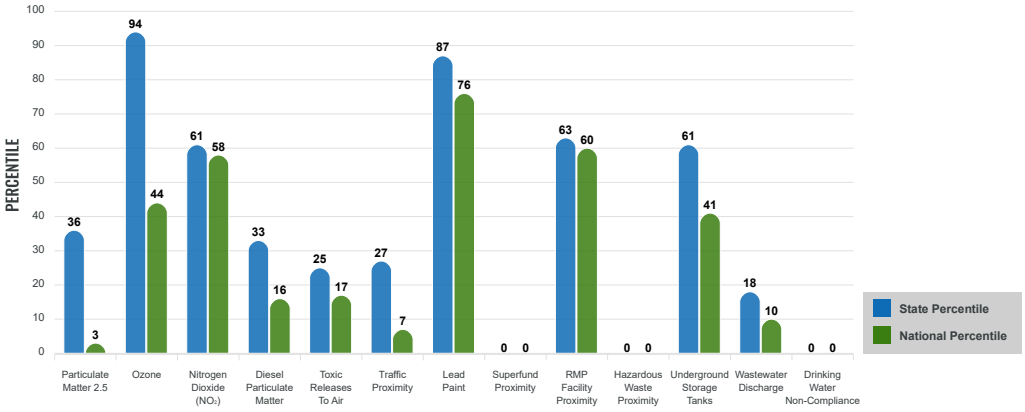
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Tract: 27023950400

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 ($\mu g/m^3$)	5.71	6.63	20	8.45	3
Ozone (ppb)	38.8	37.2	87	41	38
Nitrogen Dioxide (NO_2) (ppbv)	7.7	8.4	38	7.8	51
Diesel Particulate Matter ($\mu g/m^3$)	0.0677	0.168	18	0.191	15
Toxic Releases to Air (toxicity-weighted concentration)	35	1,500	15	4,600	15
Traffic Proximity (daily traffic count/distance to road)	26,000	1,300,000	15	1,700,000	8
Lead Paint (% Pre-1960 Housing)	0.59	0.32	80	0.3	80
Superfund Proximity (site count/km distance)	0	0.54	0	0.39	0
RMP Facility Proximity (facility count/km distance)	0.34	0.66	41	0.57	54
Hazardous Waste Proximity (facility count/km distance)	0	2.5	0	3.5	0
Underground Storage Tanks (count/km^2)	0.15	1.8	41	3.6	35
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.00014	730	10	700000	8
Drinking Water Non-Compliance (points)	0	0.81	0	2.2	0
SOCIOECONOMIC INDICATORS					
Demographic Index USA	0.88	N/A	N/A	1.34	36
Supplemental Demographic Index USA	1.58	N/A	N/A	1.64	52
Demographic Index State	1.14	1.17	62	N/A	N/A
Supplemental Demographic Index State	1.77	1.37	77	N/A	N/A
People of Color	9%	21%	37	40%	20
Low Income	31%	23%	75	30%	57
Unemployment Rate	3%	4%	54	6%	45
Limited English Speaking Households	1%	2%	73	5%	60
Less Than High School Education	11%	6%	83	11%	62
Under Age 5	7%	6%	69	5%	70
Over Age 64	21%	17%	67	18%	67

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

- Superfund 0
- Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
- Water Dischargers 6
- Air Pollution 4
- Brownfields 0
- Toxic Release Inventory 1

Other community features within defined area:

- Schools 2
- Hospitals 4
- Places of Worship 10

Other environmental data:

- Air Non-attainment ..... No
- Impaired Waters ..... Yes

- Selected location contains American Indian Reservation Lands* ..... No
- Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... No
- Selected location contains an EPA IRA disadvantaged community ..... Yes

Report for Tract: 27023950400

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	20%	17%	82	20%	57
Heart Disease	7.6	5.2	91	5.8	84
Asthma	9.7	9.5	67	10.3	34
Cancer	9	6.7	93	6.4	94
Persons with Disabilities	12.8%	11.6%	65	13.7%	49

CLIMATE INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	11%	8%	76	12%	71
Wildfire Risk	0%	4%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	13%	11%	64	13%	60
Lack of Health Insurance	3%	5%	36	9%	20
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

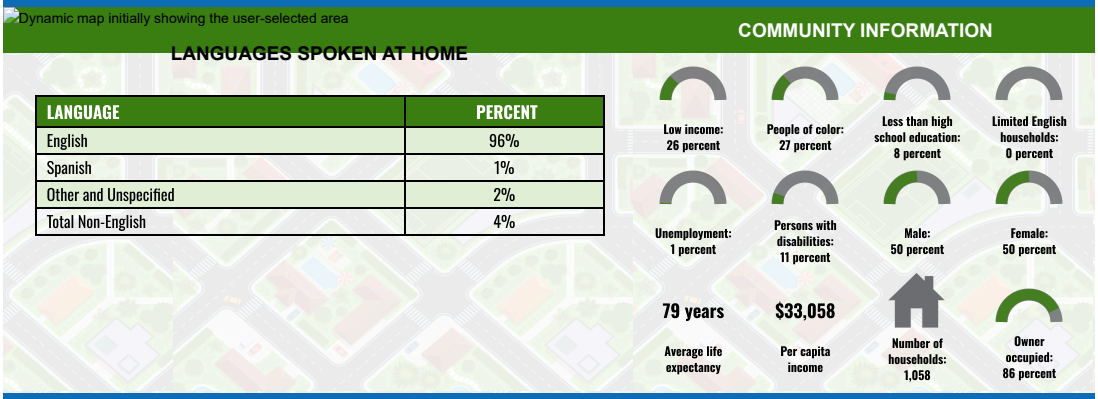
Report for Tract: 27023950400
Report produced July 16, 2024 using EJScreen Version 2.3

EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Redwood County, MN

Tract: 27127750100
Population: 2,821
Area in square miles: 208.98



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	96%
Spanish	1%
Other and Unspecified	2%
Total Non-English	4%

COMMUNITY INFORMATION

Low income: 26 percent
People of color: 27 percent
Less than high school education: 8 percent
Limited English households: 0 percent
Unemployment: 1 percent
Persons with disabilities: 11 percent
Male: 50 percent
Female: 50 percent
79 years — Average life expectancy
$33,058 — Per capita income
Number of households: 1,058
Owner occupied: 86 percent

BREAKDOWN BY RACE

White: 73%
Black: 0%
American Indian: 15%
Asian: 0%
Hawaiian/Pacific Islander: 0%
Other race: 1%
Two or more races: 3%
Hispanic: 8%

BREAKDOWN BY AGE

From Ages 1 to 4	6%
From Ages 1 to 18	28%
From Ages 18 and up	72%
From Ages 65 and up	18%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	0%
Speak Other Indo-European Languages	0%
Speak Asian-Pacific Island Languages	0%
Speak Other Languages	0%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

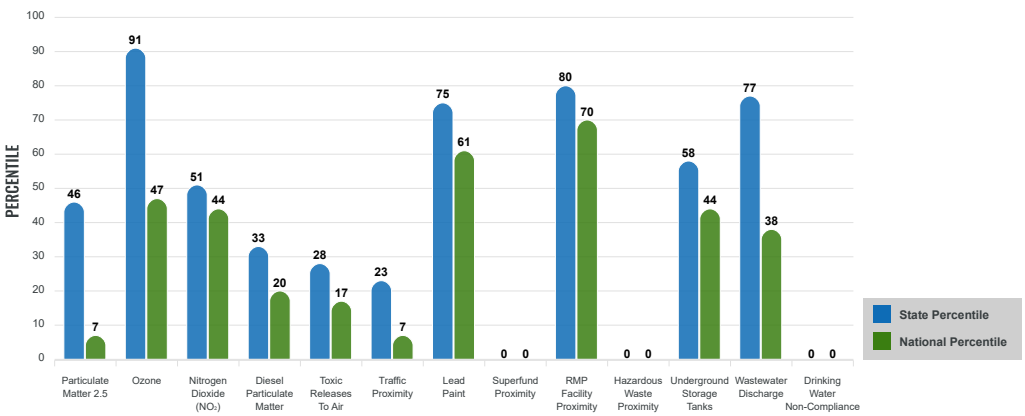
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

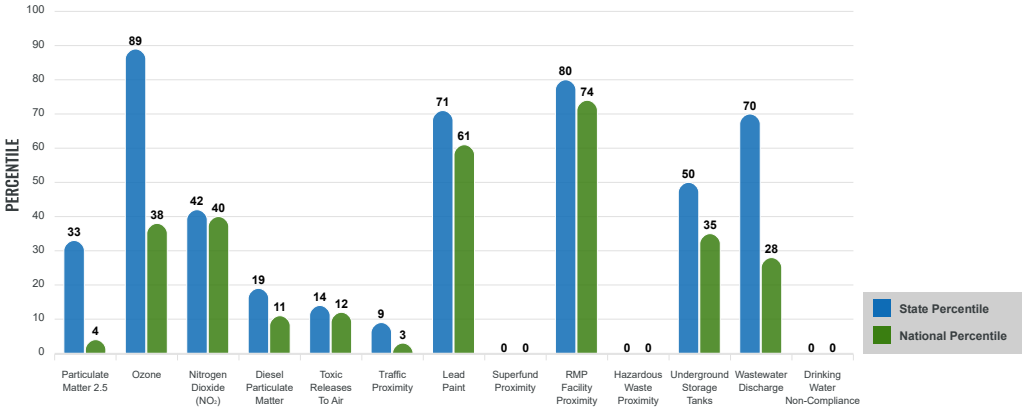
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Tract: 27127750100

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 ($\mu g/m^3$)	5.86	6.63	23	8.45	4
Ozone (ppb)	39	37.2	90	41	39
Nitrogen Dioxide (NO_2) (ppbv)	6.5	8.4	29	7.8	38
Diesel Particulate Matter ($\mu g/m^3$)	0.0629	0.168	15	0.191	13
Toxic Releases to Air (toxicity-weighted concentration)	21	1,500	11	4,600	12
Traffic Proximity (daily traffic count/distance to road)	9,500	1,300,000	8	1,700,000	4
Lead Paint (% Pre-1960 Housing)	0.46	0.32	69	0.3	71
Superfund Proximity (site count/km distance)	0	0.54	0	0.39	0
RMP Facility Proximity (facility count/km distance)	2.1	0.66	95	0.57	95
Hazardous Waste Proximity (facility count/km distance)	0	2.5	0	3.5	0
Underground Storage Tanks (count/km^2)	0.17	1.8	42	3.6	36
Wastewater Discharge (toxicity-weighted concentration/m distance)	5	730	70	700000	31
Drinking Water Non-Compliance (points)	0	0.81	0	2.2	0
SOCIOECONOMIC INDICATORS					
Demographic Index USA	1.04	N/A	N/A	1.34	44
Supplemental Demographic Index USA	1.34	N/A	N/A	1.64	37
Demographic Index State	1.41	1.17	72	N/A	N/A
Supplemental Demographic Index State	1.44	1.37	61	N/A	N/A
People of Color	27%	21%	72	40%	45
Low Income	26%	23%	66	30%	49
Unemployment Rate	1%	4%	32	6%	30
Limited English Speaking Households	0%	2%	0	5%	0
Less Than High School Education	8%	6%	73	11%	51
Under Age 5	6%	6%	62	5%	64
Over Age 64	18%	17%	59	18%	59

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund 0
Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
Water Dischargers 9
Air Pollution 4
Brownfields 0
Toxic Release Inventory 0

Other community features within defined area:

Schools 1
Hospitals 2
Places of Worship 15

Other environmental data:

Air Non-attainment ..... No
Impaired Waters ..... Yes

Selected location contains American Indian Reservation Lands* ..... Yes
Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... No
Selected location contains an EPA IRA disadvantaged community ..... Yes

Report for Tract: 27127750100

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	19%	17%	69	20%	45
Heart Disease	6.9	5.2	84	5.8	74
Asthma	9.7	9.5	67	10.3	34
Cancer	8	6.7	77	6.4	83
Persons with Disabilities	10.9%	11.6%	48	13.7%	36

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	15%	8%	87	12%	78
Wildfire Risk	0%	4%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	22%	11%	90	13%	82
Lack of Health Insurance	10%	5%	93	9%	69
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Report for Tract: 27127750100

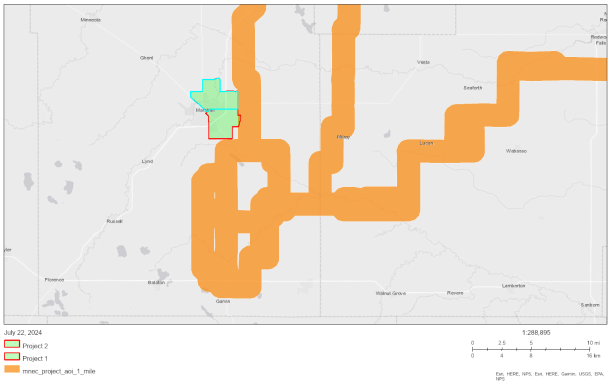
Report produced July 16, 2024 using EJScreen Version 2.3

EJScreen Community Report

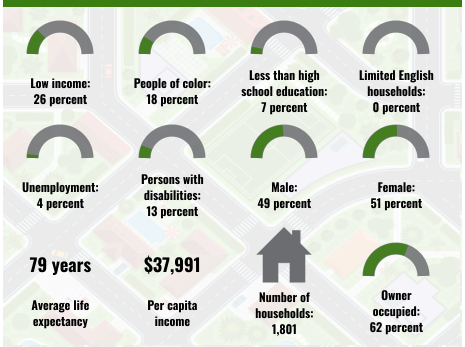
This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Marshall, MN

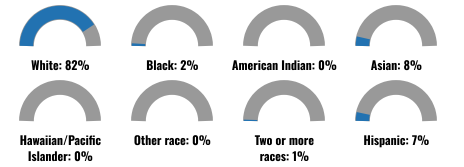
Tract: 27083360500
Population: 4,558
Area in square miles: 5.98



COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	89%
Spanish	5%
Other Asian and Pacific Island	5%
Other and Unspecified	1%
Total Non-English	11%

Report for Tract: 27083360500
Report produced July 22, 2024 using EJScreen Version 2.3

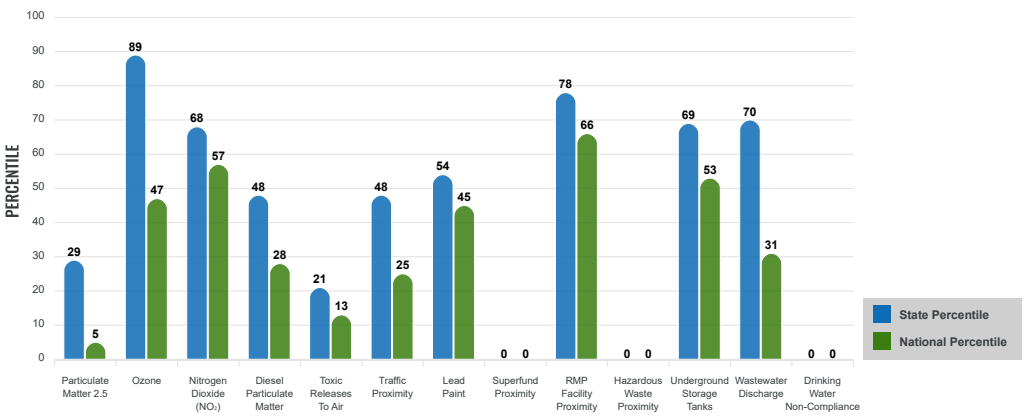
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

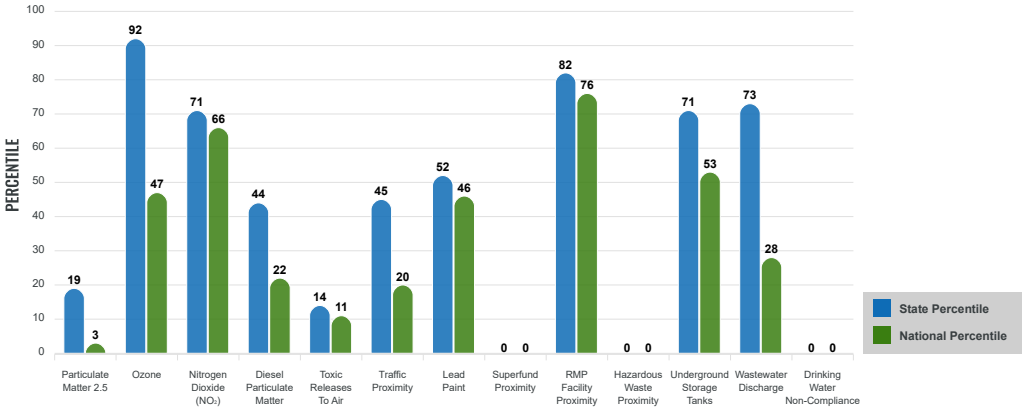
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for Tract: 27083360500

Report produced July 22, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 ($\mu g/m^3$)	5.55	6.63	15	8.45	3
Ozone (ppb)	40.1	37.2	96	41	46
Nitrogen Dioxide (NO_2) (ppbv)	9.7	8.4	60	7.8	71
Diesel Particulate Matter ($\mu g/m^3$)	0.0867	0.168	29	0.191	23
Toxic Releases to Air (toxicity-weighted concentration)	18	1,500	10	4,600	11
Traffic Proximity (daily traffic count/distance to road)	140,000	1,300,000	31	1,700,000	20
Lead Paint (% Pre-1960 Housing)	0.23	0.32	46	0.3	52
Superfund Proximity (site count/km distance)	0	0.54	0	0.39	0
RMP Facility Proximity (facility count/km distance)	1.6	0.66	89	0.57	90
Hazardous Waste Proximity (facility count/km distance)	0	2.5	0	3.5	0
Underground Storage Tanks (count/km^2)	1.4	1.8	67	3.6	57
Wastewater Discharge (toxicity-weighted concentration/m distance)	3.3	730	64	700000	28
Drinking Water Non-Compliance (points)	0	0.81	0	2.2	0
SOCIOECONOMIC INDICATORS					
Demographic Index USA	0.89	N/A	N/A	1.34	37
Supplemental Demographic Index USA	1.38	N/A	N/A	1.64	39
Demographic Index State	1.19	1.17	64	N/A	N/A
Supplemental Demographic Index State	1.49	1.37	64	N/A	N/A
People of Color	18%	21%	58	40%	34
Low Income	26%	23%	65	30%	49
Unemployment Rate	4%	4%	64	6%	53
Limited English Speaking Households	0%	2%	67	5%	57
Less Than High School Education	7%	6%	68	11%	47
Under Age 5	9%	6%	81	5%	80
Over Age 64	19%	17%	61	18%	61

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

- Superfund 0
- Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
- Water Dischargers 0
- Air Pollution 1
- Brownfields 0
- Toxic Release Inventory 0

Other community features within defined area:

- Schools 5
- Hospitals 4
- Places of Worship 4

Other environmental data:

- Air Non-attainment ..... No
- Impaired Waters ..... Yes

- Selected location contains American Indian Reservation Lands* ..... No
- Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... No
- Selected location contains an EPA IRA disadvantaged community ..... Yes

Report for Tract: 27083360500

Report produced July 22, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	19%	17%	72	20%	48
Heart Disease	6	5.2	71	5.8	57
Asthma	9.7	9.5	67	10.3	34
Cancer	7.2	6.7	60	6.4	66
Persons with Disabilities	11.9%	11.6%	58	13.7%	44

CLIMATE INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	9%	8%	65	12%	63
Wildfire Risk	0%	4%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	10%	11%	56	13%	52
Lack of Health Insurance	4%	5%	45	9%	25
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Report for Tract: 27083360500

Report produced July 22, 2024 using EJScreen Version 2.3

Property Value Supplement

Attempts to correlate proximity to transmission lines with impacts to property values are complicated by the interaction of several relevant factors, including geographic region, land use, variability in perceptions over time, and limited sales data for similar properties before and after construction of transmission lines. Researchers have generally used survey-based techniques and statistical analyses to make inferences and draw conclusions about the relationship between transmissions lines and property values. In general, surveys provide useful insights for estimating price effects based on public opinion, yielding what researchers refer to as "stated preferences." Statistical analyses, on the other hand, reflect the actual behavior of property buyers and sellers in terms of recorded sales prices, providing what researchers refer to as the "revealed preferences." In other words, there is often incongruity between what people think and how they actually behave. Measuring both perceptions and actual behaviors helps researchers understand the relationship between transmission lines and property values.

A recent literature review (Jackson and Pitts 2010, reference 1) examined 17 studies on the relationship between transmission lines and property values to compare their results and to develop some general conclusions. The 17 studies, spanning the time period between 1956 and 2009, were compiled and reviewed by Real Property Analytics, Inc., a private firm specializing in the valuation of property potentially affected by external environmental factors. The Real Property Analytics review was published in the Journal of Real Estate Literature, which is a publication of the American Real Estate Society. The studies evaluated impacts from transmission lines ranging from 69 kilovolts (kV) to 345 kV. They were placed into one of three categories designated by the authors:

- Survey-based studies;
- Statistical sales-based analyses using multivariate analysis to isolate the impact of transmission lines by holding other variables statistically constant; and
- Sales-based analyses not using multivariate analysis, but utilizing factors such as sale/resale analysis, price per square foot comparisons, case studies and "paired sales" analysis, where the values of two homes that are similar in all respects except for proximity to transmission lines are compared.

Upon completion of their review of the studies, Jackson and Pitts (2010, reference 1) concluded the following:

"The studies reviewed…generally pointed to small or no effects on sales prices due to the presence of electric transmission lines. Some studies found an effect but this effect generally dissipated with time and distance. The effects that were found ranged from approximately 2% to 9%. Most studies found no effect and in some cases a premium was observed."

Jackson and Pitts discussed the utility of both survey-based and statistically-based methods, quoting one of the research papers to note that statistical analyses "reflect what buyers and sellers actually do, opposed to what potential buyers say they might do, under specified hypothetical circumstances"

Selected findings from Jackson and Pitts's literature review are provided below, along with the year and type of study:

Survey-based studies

- Kinnard, 1967 – Questionnaires were sent to property owners intersected by or abutting transmission line right-of-way (ROW) in 17 Connecticut subdivisions. Over 85 percent indicated they would purchase again in the same location. Kinnard concluded that property value is not significantly affected by proximity to transmission lines.
- Morgan et al., 1985 – A questionnaire asked participants to rank the risk from transmission lines, electric blankets and 14 other common hazards. Electric blankets and transmission lines were ranked as presenting the least risk. Participants were then provided with information on electric and magnetic fields (EMF) and associated potential health effects. Subsequent questionnaire responses indicated a change in perception and an increased concern about the risk of EMF.
- Solum, 1985 – Presented a questionnaire to 180 agricultural, recreational, or residential property owners in northwest Wisconsin whose land was encumbered by transmission lines. All three types had some level of concern over the proximity of the lines, but for varying reasons. Further interviews indicated that all but one of the properties sold at a market price comparable to non-encumbered properties and that none of the buyers had reduced their purchase offers due to the presence of the transmission line.
- Delaney and Timmons, 1992 – Survey results from 219 real estate appraisers found that 84 percent believed that transmission line proximity results in an average ten percent lower market value. Ten percent of respondents found no effect and six percent thought transmission lines increased property value due to larger lots for similar price.
- Kung and Seagle, 1992 – Sent a questionnaire to homeowners in Memphis and Shelby Counties, Tennessee. Half of the respondents considered the transmission line an eyesore; however, 72 percent of those who thought the lines were an eyesore also said the lines had no effect on the purchase price. Prices of homes adjacent to the transmission line are similar to prices of other homes in the same neighborhood.
- Priestly and Evans, 1996 – Conducted a survey of 445 homeowners living near transmission lines in the San Francisco area. Eighty-seven percent of the 267 respondents felt the transmission line was a negative element in their neighborhood.

Statistical Sales Price Analyses

- Brown, 1976 – Conducted regression analysis on sales of farm land in Sakatchewan, Canada, between 1965 and 1970 and found that the relationship of land value to the number of power line structures was not statistically significant and that the lines did not negatively affect property value. Brown also found that the structures can be an impediment to farming operations.
- Colwell and Foley, 1979 – Examined 200 property sales over a ten-year period in Decatur, Illinois and found that sales price increases as distance from a transmission line increases. Property values were approximately six percent lower within 50 to 200 feet of the transmission line, but there was no difference in property value beyond 200 feet.

- Colwell, 1990 – Followed up the study above and confirmed that the selling price of residential property increases as distance from the transmission line increases. The rate of increase slows with distance and eventually disappears.
- Rigdon, 1991 – Evaluated 46 properties sold in Marquette County, Michigan over a five-year period and found no statistically significant relationship between sales price and proximity to a transmission line easement.
- Hamilton and Schwann, 1995 – Reviewed previous literature and found that transmission lines can reduce adjacent property values, but that the reduction is generally less than five percent of property value and that the reduction diminishes at 600 feet.
- Des Rosiers, 1998 – Reviewed property values of 507 homes in the Montreal area and found an average drop in property value of 9.6 percent for homes immediately adjacent to the line. He also found an average increase of up to 9.2 percent in value for homes one to two lots away from the transmission line and no effect beyond 500 feet.
- Wolverton and Bottemiller, 2003 and Cowger, Bottemiller and Cahill, 1996 – Two studies, both conducted in Portland, Vancouver, and Seattle, the 2003 work repeating the 1996 study with more rigorous analytical methods. Both applied statistical methods to paired-sales analysis and found no price effect on residential property from proximity to transmission lines. The data also show no difference in appreciation rates between homes near a transmission line and homes further away.
- Chalmers and Voorvaart, 2009 – Studied residential properties sold in Connecticut and Massachusetts between 1999 and 2007 and found proximity to transmission lines to have an insignificant effect on sales prices.

Sales-based analyses

- Carll, 1956 – Compared property values and interviewed owners, buyers and brokers along a transmission line in Los Angeles and found that residences adjoining the ROW had not sold at a discount and that lenders did not adjust loan amounts for lots adjacent to the ROW.
- Bigras, 1964 – Reviewed over 1,900 deeds of sale and mortgages in Quebec and found that prices for vacant land adjacent to transmission lines were generally higher than the average price of all transactions. Land adjacent to transmission lines was sold faster and was developed to a higher degree than land away from the lines.

Jackson and Pitts (2010) concluded from these studies that proximity to transmission lines results in little or no effect on property value. In studies where transmission lines were found to have impacts to property values, the decrease in values typically ranged from approximately two percent to ten percent. In some instances, increases in property value were found. The following additional studies and reviews generally reach a similar conclusion.

Another recent meta-analyses, Brinkley and Leach (2019) evaluated 54 studies spanning forty years. Their research found that that half of the literature and studies on the impact of power lines concluded no effect on property values and the other half showed a loss in property values of 2-10%. While home value studies showed mostly no price impacts, with effects ranging from 2-9% decrease in price, some homes experienced a price premium. Half of the studies showed negative impacts with the range of 3-6%.

Significant effects are noticeable to properties closer than 60 meters with an average decrease in value from 0.2 to 27.3%. Ranges of value impact within energy types shows a great deal of uncertainty and many under-researched caveats in planning for energy infrastructure. For example, the impact of overhead powerlines is mixed, with results prefaced by access to viewsheds. The distance of maximal impact for powerlines was 200 meters, with a range of average value change of a 10% increase (if including improved access to greenspace) to a 30% decrease.

Brinkley and Leach (2019 found that studies after 1979 showed a more consistent reduction between 5-10%. Though many studies assert that the visual impacts are the greatest predictor of property prices, the influence of buried power lines has yet to be assessed and so is not included in this meta-analysis. Research suggests that diminution in price for properties nearby the power lines tends to disappear anywhere from five to fourteen years after construction. This could be because of vegetation growth that acts as a cover. No studies conducted property value assessments in relation to community perception or knowledge about the development or involvement in job creation.

Thomas and Welke (2017) preformed an event study to examine the revealed price effect on residential properties from an upgrade to high voltage transmission towers that were constructed on an existing ROW. The study looked at a period of two years where existing 220kV towers that we not in use were upgraded to 500 kV towers, then three years later they were removed, and the lines were buried. They found a significant loss in value from the upgrade for encumbered (8.3%) and abutting (4.9%) properties, and insignificant losses when the older towers were present, even for lots with an easement. Their conclusions are consistent with previous studies that found the price impact is initially large but diminishes over time. Thomas and Welke (2017) concluded that their results were consistent with other research findings:

- Over time, price impact is diminished.
- Price impact effects vanish beyond about 100 meters.
- The proximate sales results are largely driven by abutting lots.
- Encumbered sales are significantly negatively affected and abutting properties somewhat less so.

They further found no evidence that public information prior to the construction of the towers affected sales prices, even if the property abutted or was encumbered by the ROW. They did find that the burying of the 500 kV cables required disruption to immediately proximate homeowners, but presumably at a much lower level than towers. More research would need to be done on effects post burying of the lines.

Between 1978 and 1982, Jensen and Weber and the Jensen Management Company conducted three studies in west-central Minnesota. The studies in 1978 and 1982 are of particular interest since they consider effects to agricultural land. The 1978 study found that the landowners cited an inconvenience to the presence of the line but had not paid less for their land (Weber and Jensen 1978, reference 2). The 1982 study, however, found there was a broad range of effect from no effect to a 20 percent reduction, which depended on the amount of disruption to farm operations (Jensen and Weber 1982, reference 3).

The David Wyman and Chris Mothorpe's study, "The Pricing of Power Lines: A Geospatial Approach to Measuring Residential Property Values," (Reference 8) examines the relationship between high-voltage

transmission lines and vacant property prices in Pickens County, South Carolina, using geospatial techniques. Analyzing 5,455 vacant lot sales in Pickens County, South Carolina, the study concluded that proximity and visibility of these lines (based on geospatial analysis techniques) influence property values. Vacant lots adjacent to power lines experienced an average price discount of 44.9 percent, while those non-adjacent vacant properties up to 1,000 feet away see a price discount of 17.9 percent. Visibility, particularly of transmission towers, amplifies this effect, with properties that had an unobstructed view resulting in greater devaluation. The findings highlight the importance of integrating proximity and visibility factors geospatial techniques to help investigate complex pricing phenomenon associated with power line disamenities. They state that their findings are site specific to this study, and caution that pricing discounts for vacant properties in rural settings may not be generalizable to complex suburban settings or properties with residential housing structures. This study was also limited to a sample that excluded parcels larger than 20 acres in size.

James A. Chalmers' study, "High-Voltage Transmission Lines and Rural, Western Real Estate Values," (Reference 7) investigates the impact of 500 kV transmission lines on property values of agricultural, residential, and recreational uses throughout 640 miles of Montana between 2000 and 2010. The study was done using a combination of 49 transactions and an even larger number of lot sales in 7 subdivisions. The study utilized personal interviews, sales comparison, and paired sales techniques. The research found that three issues were dominant: Use, size, and substitutes. If the property was more heavily oriented to residential use - it was more vulnerable to transmission line impacts, whereas property oriented more toward purely recreational use were much less vulnerable to impacts. Properties that were oriented to agricultural use showed no price effects of transmission lines. The larger the property, the less vulnerable it was to impacts. There can be price and absorption (that is – the time it takes a property to sell) effects if there are alternative properties similar to the subjected property. If the property affected is relatively unique and the transmission line is one of several differentiating factors, the property is less vulnerable to price and absorption effects. The study emphasized that the market response to high-voltage lines varies greatly depending on location, property-specific factors, and the visibility of the lines, underscoring the need for nuanced approaches in infrastructure planning and valuation assessments.

In the final EIS on the Arrowhead-Weston Electric Transmission Line Project, the Wisconsin Public Service Commission (PSC) addressed the issue of property value changes associated with high voltage transmission lines. This document summarized the findings of approximately 30 papers, articles, and court cases covering the period of 1987 through 1999. The Arrowhead-Weston EIS provides six general observations (reference 4):

- The potential reduction in sale price for single family homes may range from zero to 14 percent.
- Adverse effects on the sale price of smaller properties could be greater than effects on the sale price of larger properties.
- Other amenities, such as proximity to school or jobs, lot size, square footage of a house and neighborhood characteristics, tend to have a much greater effect on sale price than the presence of a power line.
- The adverse effects appear to diminish over time.

- Effects on sale price are most often observed for properties crossed by or immediately adjacent to a power line, but effects have also been observed for properties farther away from the line.
- The value of agricultural property is likely to decrease if the power line poles are placed in an area that inhibits farm operations.

The Arrowhead-Weston Electric Transmission Line Project environmental impact statement (EIS) reported that in Midwest states such as Minnesota, Wisconsin and the Upper Peninsula of Michigan, the average decrease appears to be between four and seven percent. The EIS noted that it is very difficult to make predictions about how a specific transmission line would affect the value of specific properties.

An additional potential adverse effect of transmission lines on adjacent properties is on the ability of homeowners and developers to obtain Federal Housing Administration (FHA) and/or Housing and Urban Development (HUD) loans. Section 2.2(J) of the current HUD guidebook 4150.2 addresses this issue in the following FAQ:

> FAQ: Is a property eligible for FHA if there are overhead or high voltage power lines nearby?
>
> The appraiser must indicate whether the dwelling or related property improvements is located within the easement serving a high-voltage transmission line, radio/TV transmission tower, cell phone tower, microwave relay dish or tower, or satellite dish (radio, TV cable, etc).
>
> 1) If the dwelling or related property improvement is located within such an easement, the lender must obtain a letter from the owner or operator of the tower indicating that the dwelling and its related property improvements are not located within the tower's (engineered) fall distance in order to waive this requirement.
>
> 2) If the dwelling and related property improvements are located outside the easement, the property is considered eligible and no further action is necessary. The appraiser, however, is instructed to note and comment on the effect on marketability resulting from the proximity to such site hazards and nuisances.

In general, and for safe operation of the line, a residence cannot be located within a transmission line ROW; thus, all residences near the project would fall into category 2 (a dwelling located "outside the easement"). For this category, the HUD appraiser is directed to comment on any effects on marketability resulting from the transmission line. These comments could affect loan values if an appraiser believes the residence is nevertheless located so near the transmission line that the line could be a hazard or nuisance.

References

1. Jackson and Pitts, 2010. The Effects of Transmission Lines on Property Values: A Literature Review. Journal of Real Estate Literature. Volume 18, No 2.

2. Weber, William V. and Glenn A. Jensen. 1978. A Study of High Voltage Power Line Easements and their Effect on Farm Land Values in West Central Minnesota. Luverne, Minnesota: Jensen Management Service.

3. Jensen, Glenn A. and William V. Weber. 1982. High Voltage Transmission Lines and their Effect on Farm Land Value in West Central Minnesota. Luverne, Minnesota: Jensen Management Service, Inc.

4. Final Environmental Impact Statement, Arrowhead –Weston Electric Transmission Line Project, Volume I, Public Service Commission of Wisconsin Docket 05-CE-113, October 2000, pg 212-215.

5. Brinkley, Catherine and Leach, Andrew. 2019. Energy Next Door: A Meta-Analysis of Energy Infrastructure Impact on Housing Value. Energy Research & Social Science. DOI: 10.1016/j.erss.2018.11.014

6. Thomas, Charles and Welke, Gerd. 2017. The Effect of HVTLs on Property Values: An Event Study. International Real Estate Review. Volume 20, No 2.

7. Chalmers, James A., 2012. High-Voltage Transmission Lines and Rural, Western Real Estate Values. The Appraisal Journal. Volume 80, No. 3.

8. Wyman, David, and Mothorpe, Chris, 2018. The Pricing of Power Lines: A Geospatial Approach to Measuring Residential Property Values. Journal of Real Estate Research. Volume 40, No. 3.