

MODIFIED/NEW DECISION OPTION
Proposed by Commissioner Tuma
February 05, 2026

DOCKET NUMBER	E002/CN-22-532; E002/TL-23-157
ANALYST	Cezar Panait
DATE/TIME SUBMITTED	January 27, 2026 2:00 PM
TITLE	Tuma Modified 9A; Tuma Modified 9B and Tuma New 12A
ATTACHMENT	Yes (3)
SUBJECT	“In the matter of the Application of Xcel Energy for a Certificate of Need and Route Permit for the Mankato - Mississippi 345 kV Transmission Line Project in Southeast Minnesota.”

Tuma Modified 9A:

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

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

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

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

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

See map attached hereto as “Blue Earth County Highway 27 Alternative.” **(ATTACHMENT 1)**

The applicant may explore other alternatives in this area based upon the required consultations.

As part of consultation with affected landowners the applicant shall have a meeting at a location near the site such as either of the township halls for Le Ray and Jamestown townships. The applicant shall present any refined alternatives and impact comparisons. Landowners shall be given an opportunity to make written statements for the record both at the meeting and prior to any future Commission action under Special Permit Condition 6.6 finalizing the route alignment in this segment.

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

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

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

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

Tuma Modified 9B. Segment 2 North, Connector Segment 2G, and Segment 2 South (referred to in the FEIS as Route Option B], **modified as follows:**

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

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

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

1. The Preferred Route;
2. Segment 2 South using Alternative Route East to connect with the preferred route West of Dahle Ave; and

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

The applicant may explore other alternatives in this area based upon the required consultations.

As part of consultation with affected landowners the applicant shall have a meeting at a location near the site such as Walcot Township Hall and present with any refined alternatives and impact comparisons.

Landowner shall be given an opportunity to make written statements for the record both at the meeting and prior to any future Commission action.

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

A cost comparison should also be included. The cost comparison for Segment 2 South between Interstate 35 and Cabot Ave shall include:

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

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

The Commission therefore adopts the following new Special Condition 6.6:

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

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

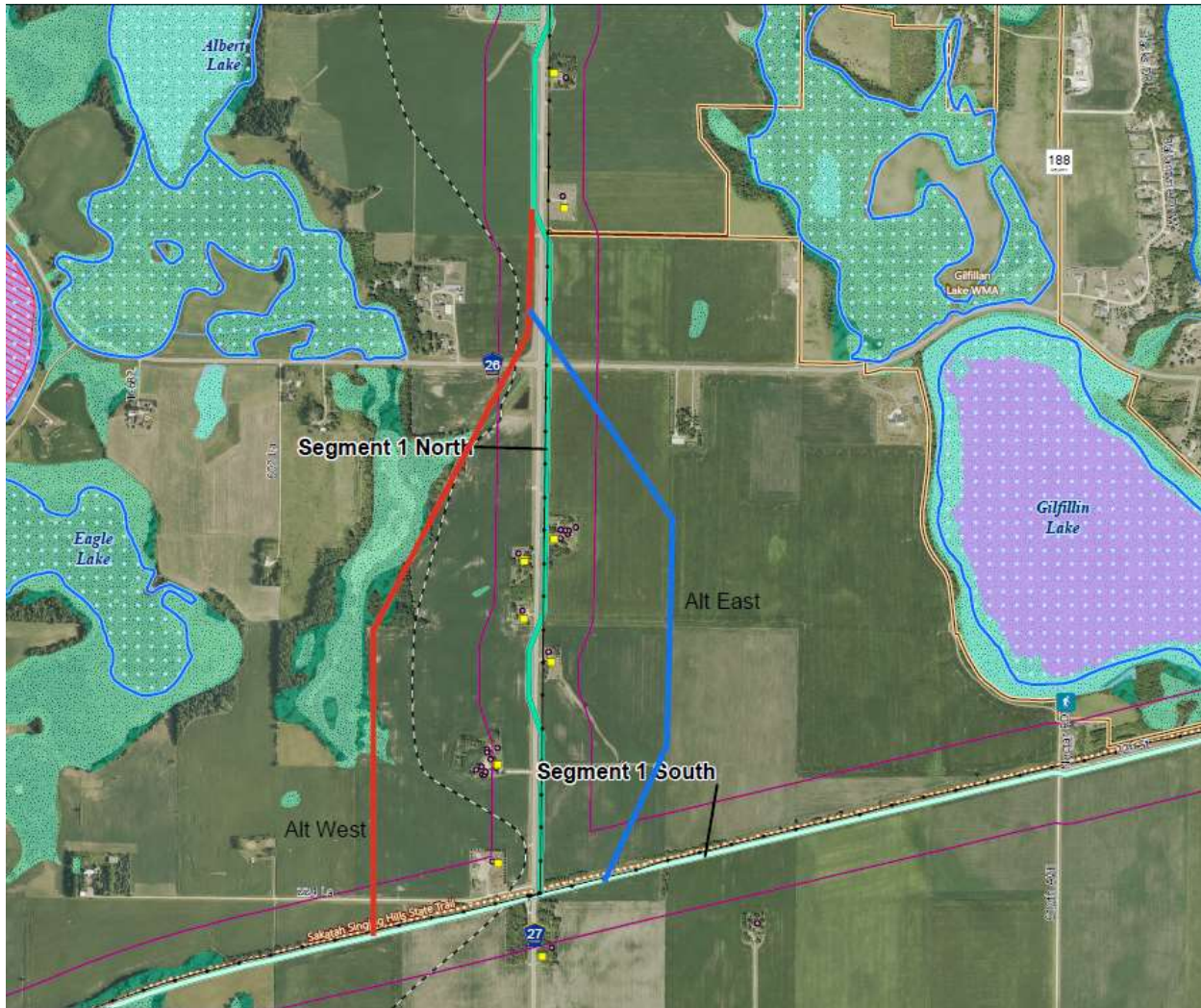
As soon as practical after the required consultations the permittee may file together or separately a request to finalize the alignment in these segments. The permittee shall provide notice of its request to affected landowners and impacted local units of government as described in Minn. Stat. § 216I.09.

The Commission may proceed through notice and comment and hold a hearing on the final alignment, unless the Permittee demonstrates landowner consensus with a preferred modification, and in the absence of dispute or objection, the commission may make findings regarding the adequacy of the record to support a finding of no significant human and environmental impacts and approve the request via the consent calendar process.

Blue Earth County Highway 27 Alternative

Alternative Route West: 

Alternative Route East: 

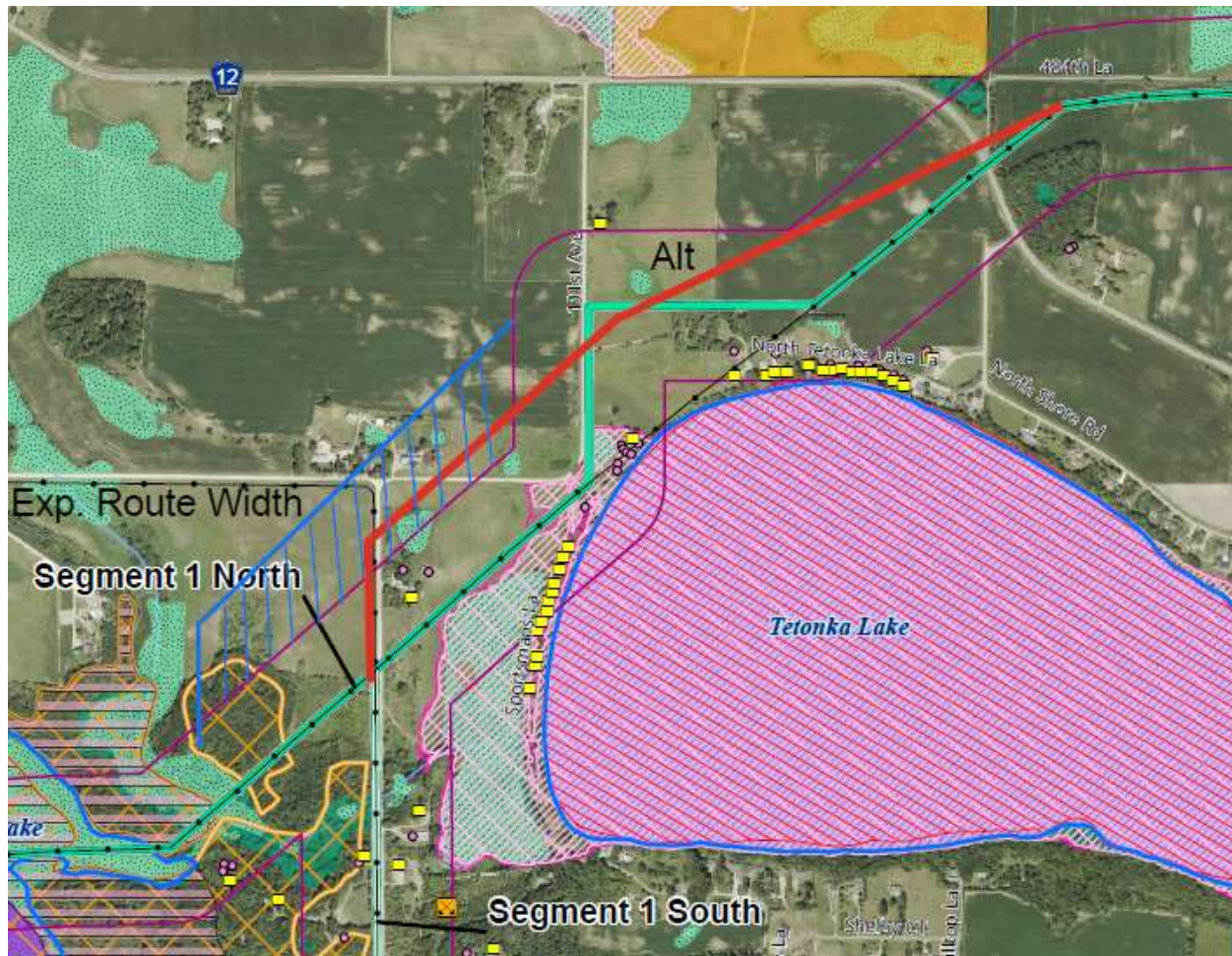


Tetonka Lake Route Width Expansion

Suggested route expansion:



Possible alignment alternative:



Walcot Township Connector

Alternative Route West: 

Alternative Route East: 

