

Sedarski, Joe

From: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>
Sent: Wednesday, September 6, 2023 2:07 PM
To: Miller, Kaitlyn - FPAC-NRCS, MN
Cc: Kloubec, Keith - FPAC-NRCS, MN; Jeffrey Kalin - NRCS, St.Paul - FPAC-NRCS, MN; Xiong, John - FPAC-NRCS, MN; contact@mankatomississippirivertransmission.com; Sedarski, Joe
Subject: RE: Mankato-Mississippi River Transmission Project
Attachments: Project Map.pdf; LRTP4_EndToEnd_ProposedRoutes_20230905.kmz; LRTP4_Alternative_Segments_20230817.kmz

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Hi Kaitlyn,

Just writing to follow up and provide a brief update on our project. We've refined our routes a bit and have removed some segments (see the attached kmzs). Changes are based on additional review of mapping data as well as feedback from landowners, agencies and local governments. We have a second round of in-person open houses scheduled September 19, 20, 21 and a virtual open house on the 26th. We are currently planning to file our application with the PUC in late December/Early January. I'm wondering if your team would like to have a Teams meeting with us to review the routes, or if you had comments or suggestions you want to provide for our consideration? If so, or if you have comments or other information you would just like to send via email, please let me know.

Thanks,

Ellen

Ellen Heine
Xcel Energy

P: 612.330.6073 C: 651-247-0957
E: ellen.l.heine@xcelenergy.com

From: Heine, Ellen L
Sent: Thursday, June 22, 2023 11:10 AM
To: Miller, Kaitlyn - FPAC-NRCS, MN <Kaitlyn.Miller@usda.gov>
Cc: Kloubec, Keith - FPAC-NRCS, MN <keith.kloubec@usda.gov>; Jeffrey Kalin - NRCS, St.Paul - FPAC-NRCS, MN <jeffrey.kalin@usda.gov>; Xiong, John - FPAC-NRCS, MN <john.xiong@usda.gov>; contact@mankatomississippirivertransmission.com; Sedarski, Joe <Joe.Sedarski@hdrinc.com>
Subject: RE: Mankato-Mississippi River Transmission Project

Hi Kaitlyn,

Absolutely! Attached is a zip file with the preliminary route options. We are in the process of refining routes now based on public comments we received so there will be some small changes and probably a few segments will be eliminated. Let me know if you would like to set up some time to review routes with us in Teams.

Thanks,

Ellen

Ellen Heine

Xcel Energy

P: 612.330.6073 C: 651-247-0957

E: ellen.l.heine@xcelenergy.com

From: Miller, Kaitlyn - FPAC-NRCS, MN <Kaitlyn.Miller@usda.gov>

Sent: Thursday, June 22, 2023 11:02 AM

To: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>

Cc: Kloubec, Keith - FPAC-NRCS, MN <keith.kloubec@usda.gov>; Jeffrey Kalin - NRCS, St.Paul - FPAC-NRCS, MN <jeffrey.kalin@usda.gov>; Xiong, John - FPAC-NRCS, MN <john.xiong@usda.gov>

Subject: Mankato-Mississippi River Transmission Project

You don't often get email from kaitlyn.miller@usda.gov. [Learn why this is important](#)

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Hello Ellen,

I am Kaitlyn Miller, the easement program Manager with NRCS. The letter that you sent to NRCS about the Mankato-Mississippi Transmission project got passed along to me. We would like to review the proposed project line to make sure it does not intersect with any of our easements. We have the map that you sent along, but are wondering if you could send a copy of the proposed route as a GIS shapefile?

Thanks,

Kaitlyn

Kaitlyn Miller (she/her/hers)

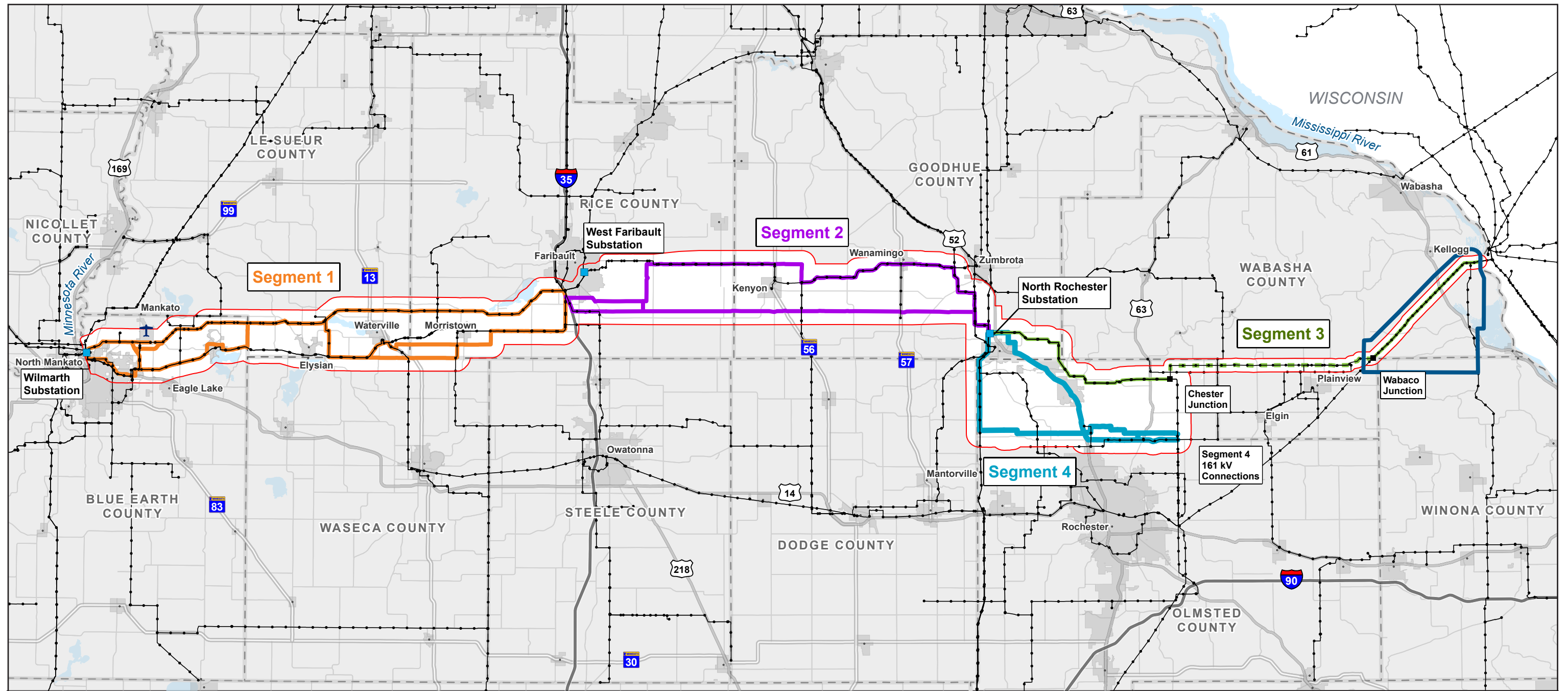
Easement Program Manager

USDA – Natural Resources Conservation Service

375 Jackson Street, Suite 600, St. Paul, MN 55101-1854

651-315-5659 (Mobile) 651-602-7855 (Office)

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LEGEND

- Segment 1 - Wilmarth to West Faribault (345 kV)
- Segment 2 - West Faribault to North Rochester (345 kV)
- Segment 3 - Convert 161 kV to 345 kV (existing 345/345 kV installed)
- - - Segment 3 - North Rochester to Mississippi (345 kV)
- Segment 4 - North Rochester to Chester (161 kV)
- Mankato Regional Airport
- Junction
- Existing Substations
- Project Study Area
- Dairyland 161 kV Alternatives Study Area
- Existing Transmission Lines

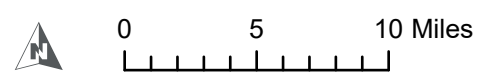


MINNESOTA COUNTIES: GOODHUE, WABASHA, BLUE EARTH, WINONA, DODGE, OLMSTED, LE SUEUR, RICE, AND WASECA



FIGURE 1

PROJECT STUDY AREA
MANKATO-MISSISSIPPI RIVER
TRANSMISSION PROJECT



DATE EXPORTED: 8/29/2023

Sedarski, Joe

From: Cheyenne St. John <cheyanne.stjohn@lowersioux.com>
Sent: Thursday, December 14, 2023 1:42 PM
To: Heine, Ellen L
Cc: contact@mmrtproject.com; Sedarski, Joe; Griffin, Stephanie
Subject: RE: Mankato- Mississippi River Transmission Line Project

Some people who received this message don't often get email from cheyanne.stjohn@lowersioux.com. [Learn why this is important](#)

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Yes that works fine, I will keep an eye out for the files. Thank-you for the follow-up.
Cheyenne

From: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>
Sent: Tuesday, December 12, 2023 3:13 PM
To: Cheyenne St. John <cheyanne.stjohn@lowersioux.com>
Cc: contact@mmrtproject.com; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>
Subject: [External]RE: Mankato- Mississippi River Transmission Line Project

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Thanks Cheyenne,

We can definitely get you kmz files for the routes. We are currently working on a few tweaks to route segments with the engineers, so if it's ok with you can get you a kmz in a week or so once those are complete. Let me know of that will work for you.

Thanks,

Ellen

Ellen Heine
Xcel Energy
P: 612.330.6073 C: 651-247-0957
E: ellen.l.heine@xcelenergy.com

From: Cheyenne St. John <cheyanne.stjohn@lowersioux.com>
Sent: Tuesday, December 12, 2023 1:30 PM
To: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>
Subject: Mankato- Mississippi River Transmission Line Project

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Greetings,

Thank-you for initiating consultation with the Lower Sioux Indian Community regarding your proposed undertaking, Mankato-Mississippi Transmission line. We acknowledge receipt of your notice dated November 1, 2023. After review

Appendix M-2

Mankato – Mississippi River Transmission Project
Certificate of Need and Route Permit Application
E002/CN-22-532 and E002/TL-23-157

of the materials enclosed our office has determined interest with the project and would like to be identified as a consulting party. If possible we would like to receive more detailed information regarding segment #1 and #4. These locations are high-probability areas for cultural resources and burials. KMZ files would be most helpful in continuing our review. Please let me know if you have questions or would like to discuss further.

Cheyenne St. John | THPO /Director
507.697.8672 office
Lower Sioux Indian Comm. | 39527 Res. Hwy 1
Morton, MN 56270 | Cheyenne.stjohn@lowersioux.com



Sedarski, Joe

From: Sedarski, Joe
Sent: Friday, February 23, 2024 8:57 AM
To: Sedarski, Joe
Subject: FW: PIIC Comment Letter Regarding MMRT Project
Attachments: 11-15-23 - To Xcel re MMRT Opposition - SIGNED.pdf

From: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>
Sent: Wednesday, November 15, 2023 4:52 PM
To: Stevenson, Grant D <grant.stevenson@xcelenergy.com>; Lundstrom, Justin J <Justin.J.Lundstrom@xcelenergy.com>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Smith, Hailey <Hailey.Smith@xcelenergy.com>
Cc: Lexvold, Ross L <Ross.L.Lexvold@xcelenergy.com>
Subject: FW: PIIC Comment Letter Regarding MMRT Project

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Ellen Heine
Xcel Energy
P: 612.330.6073 C: 651-247-0957
E: ellen.l.heine@xcelenergy.com

From: Andrea Zimmerman <Andrea.Zimmerman@piic.org>
Sent: Wednesday, November 15, 2023 4:00 PM
To: contact@mankatomississippirivertransmission.com
Cc: Jessie Seim <Jessie.Seim@piic.org>; Grant Johnson <Grant.Johnson@piic.org>; Ian Butler-Severson <ian.severson@kljeng.com>; Nicci Lehto <Nicci.Lehto@piic.org>; Lexvold, Ross L <Ross.L.Lexvold@xcelenergy.com>; Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>
Subject: PIIC Comment Letter Regarding MMRT Project

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MMRT Project Team,

I formally submit the attached comment letter regarding the MMRT project (directed to Segment 4 Owners), on behalf of the Prairie Island Indian Community.

Please let us know if you have any questions.

Thank you,
Andrea

Andrea Zimmerman
Energy Program Manager
Prairie Island Indian Community
andrea.zimmerman@piic.org
Office: 651.385.4198
Cell: 651.380.0548

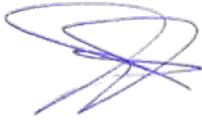
Our opposition to the proposed Route B is based on the following concerns:

- **PIIC Community Perspectives.** PIIC has heard opposition to Route B from individual PIIC Tribal members who do not wish to have the proposed Route B transmission lines located near their potential future homes and community development. PIIC supports these concerns.
- **Undue Burden.** Existing transmission line infrastructure (Segment 3 of MMRT) currently transects the northeastern portion of PIIC's Elk Run site. Locating additional lines on this site (via Segment 4 Route B), would put undue and disproportionate burden on PIIC as a historically disadvantaged Tribal community to support infrastructure that will benefit the broader state.

We sincerely thank the Segment 4 Owners for the opportunity to comment on the MMRT and your willingness to hear our concerns and work together on mutually beneficial solutions.

Please direct any further questions or requests for comment on this topic to Jessie Seim, General Counsel, at Jessie.Seim@piic.org or 651-764-1328.

Pidámayaye do (Thank you),



Johnny Johnson
Tribal Council President

Sedarski, Joe

From: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>
Sent: Monday, February 19, 2024 3:39 PM
To: Sedarski, Joe
Subject: FW: Miss. Transmission Project
Attachments: PrairielandIndianCommunity_20231215.pdf; Prairie Island Indian Community Parcels and Segment 4 Proposed Routes.kmz

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Ellen Heine
Xcel Energy

P: 612.330.6073 C: 651-247-0957
E: ellen.l.heine@xcelenergy.com

From: Heine, Ellen L
Sent: Monday, December 18, 2023 8:54 AM
To: Ian Butler-Severson <ian.severson@kljeng.com>; Andrea Zimmerman <Andrea.Zimmerman@piic.org>
Cc: Jake Ryor <jake.ryor@kljeng.com>; Lexvold, Ross L <Ross.L.Lexvold@xcelenergy.com>; contact@mmrtproject.com
Subject: RE: Miss. Transmission Project

Hi Andrea and Ian,

Sorry for the delay on these. Attached is a pdf and a kmz showing the proposed route alternatives for Segment 4 of the MMRT project. Let me know if you need anything else.

Thanks,

Ellen

Ellen Heine
Xcel Energy

P: 612.330.6073 C: 651-247-0957
E: ellen.l.heine@xcelenergy.com

From: Ian Butler-Severson <ian.severson@kljeng.com>
Sent: Friday, December 15, 2023 12:28 PM
To: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>
Cc: Jake Ryor <jake.ryor@kljeng.com>
Subject: RE: Miss. Transmission Project

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Sounds great, thank you Ellen!

Ian

Ian Severson, AICP (Candidate)
Planner
ian.severson@kljeng.com
651-726-5032 (direct)



370 Wabasha Street North, Suite 300
St Paul, MN 55102



From: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>
Sent: Friday, December 15, 2023 12:19 PM
To: Ian Butler-Severson <ian.severson@kljeng.com>
Cc: Jake Ryor <jake.ryor@kljeng.com>
Subject: RE: Miss. Transmission Project

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Yes! Sorry for the delay. Our GIS person is working on that now and I'll get that over to you as soon as I get it. I'm expecting that later today or Monday.

Ellen Heine
Xcel Energy
P: 612.330.6073 C: 651-247-0957
E: ellen.l.heine@xcelenergy.com

From: Ian Butler-Severson <ian.severson@kljeng.com>
Sent: Friday, December 15, 2023 11:48 AM
To: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>
Cc: Jake Ryor <jake.ryor@kljeng.com>
Subject: Miss. Transmission Project

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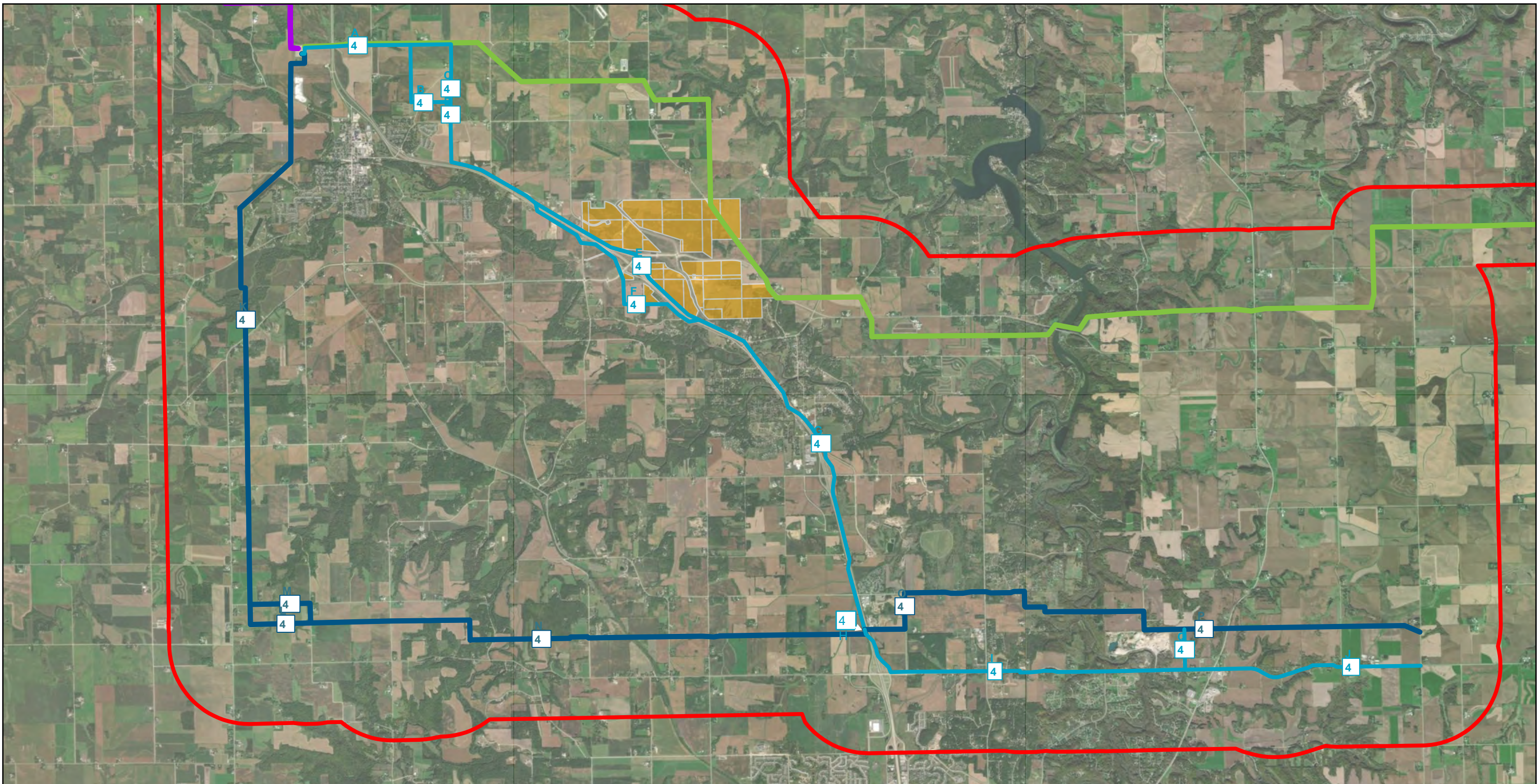
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Hi Ellen,
Thanks for the updated information at yesterday's meeting.
I wanted to send a friendly reminder on requesting the GIS shapefile (or KMZ file) for the updated Segment 4F route option (west side of Hwy 52) we were shown yesterday. I need to get this data incorporated into the land use plan report that I'm hoping to deliver to PIIC prior to the holiday break. Would you be able to send that today, or by Monday at latest?

Thanks so much and have a great weekend!
Ian

Ian Severson, AICP (Candidate)
Planner
ian.severson@kljeng.com
651-726-5032 (direct)

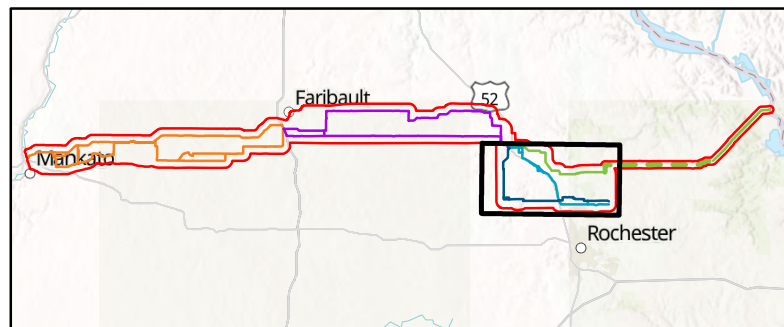




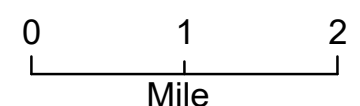
LEGEND

- ▭ Project Study Area Boundary
- ▭ Proposed Route Option 1 North
- ▭ 1 South
- ▭ 2 North
- ▭ 2 South
- ▭ 3
- ▭ 4 East
- ▭ 4 West
- Prairie Island Indian Community Owned Parcels

PROPOSED ROUTE



MANKATO-MISSISSIPPI RIVER TRANSMISSION PROJECT



DATE EXPORTED: 12/15/2023

Meeting Minutes

Subject: **Minnesota DOT Meeting
Mankato-Mississippi River Transmission Project (Project)**

Date & Time: 8/22/2023 1:00 am – 2:00 pm (Central)

Location: Teams Call (Remote)

Attendees: Stacy Kotch Egstad, MnDOT
Angela Piltaver, MnDOT
Steve Schoeb, MnDOT
Tracy Schnell, MnDOT
David Evans, MnDOT
Paul Hartzheim, MnDOT
Holly Slagle, MnDOT
Ann Driver, MnDOT
Tara Carson, MnDOT
Jeremy Pratt, MnDOT
Ellen L. Heine, Xcel Energy (conflict – could not attend)
Joe Sedarski, HDR
Mauli Sand, HDR

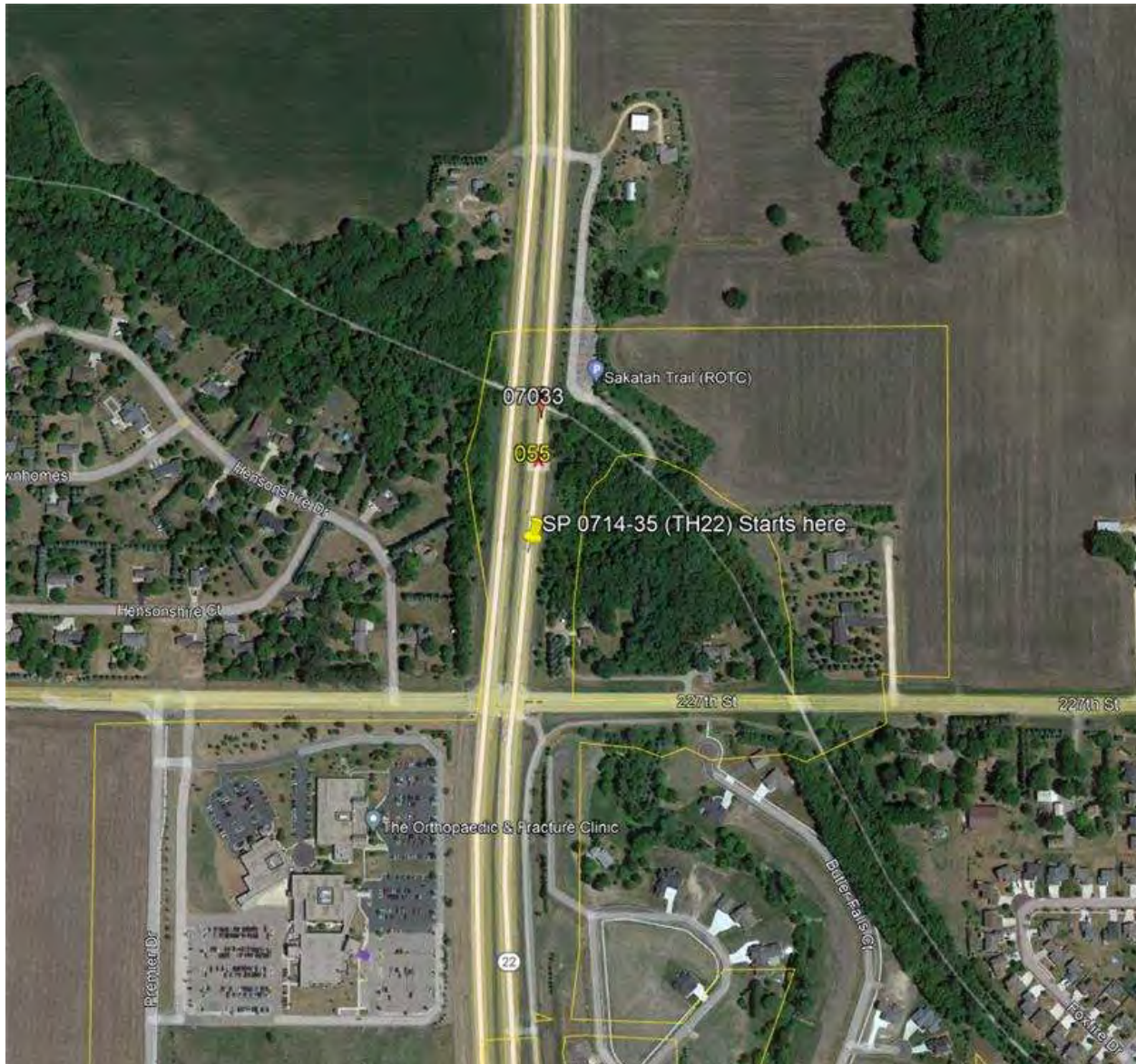
A number of Minnesota Department of Transportation (MnDOT) representatives attended this meeting arranged by Stacy Kotch Egstad, Utility Routing & Siting Coordinator (Office of Land Management). Stacy will coordinate a more formal MnDOT response and comments on the Project (we will hold another meeting concerning that process soon with Stacy and Paul H). This consists of an Early Notification Memo (ENM) that MnDOT has begun utilizing when we request written feedback from MnDOT for inclusion into the Route Permit Application (RPA) Appendices (Agency Coordination). MnDOT will need 30 days to prepare such a response.

Time during this meeting was utilized to go over areas of note and/or potential concern along all 4 segments of the Mankato-Mississippi River Transmission Line Project (Project). We discussed that Segments 1, 2, and 4 all have two suggested routes per segment and Segment 3 only has one suggested route since it uses an already existing transmission line.

Summary of Meeting:

After introducing Project details in each segment, MnDOT staff provided the following information:

- Highway 22 near Mankato is being reconstructed next year (2024) in Segment 1; per Angela Piltaver, prep work starts in 2024 (involving creating some frontage road systems and access relocations) – major construction with detours will occur in 2025-2026; this project starts south of the existing lines over Highway 22 (see screenshot below).



- Along Highway 14 (in Segment 1) there are existing transmission lines along the South side, and several appear to be on the North as well (we discussed these north side lines); MnDOT suggested avoid routing the new line along North side to avoid boxing in the Highway if future work is needed on this road and due to existing infrastructure in this area – MnDOT understands this is a crowded area and some land uses on the north side of the road may be in MnDOT right-of-way (ROW) (trail, parking lots, etc.).

- Along Highway 60 by Madison Lake, MnDOT suggests staying on south side (Segment 1).

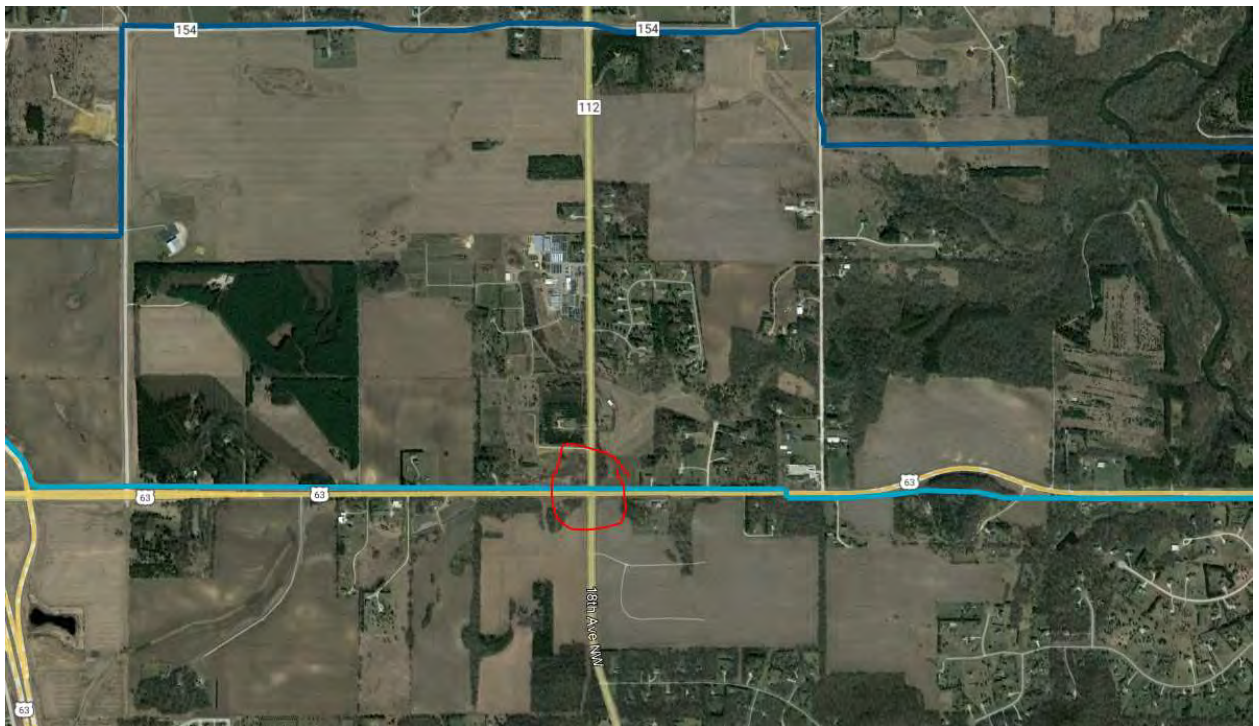


- In Segment 1 adjacent to the north side of Highway 60 and east of 1st Street, there is a relatively newly created wetland that MnDOT installed to keep in mind in routing.
- There is an existing line along Highway 60 (Segment 1) that gets much larger/larger poles East of Highway 13. (Our route avoids this location and heads south on 13).



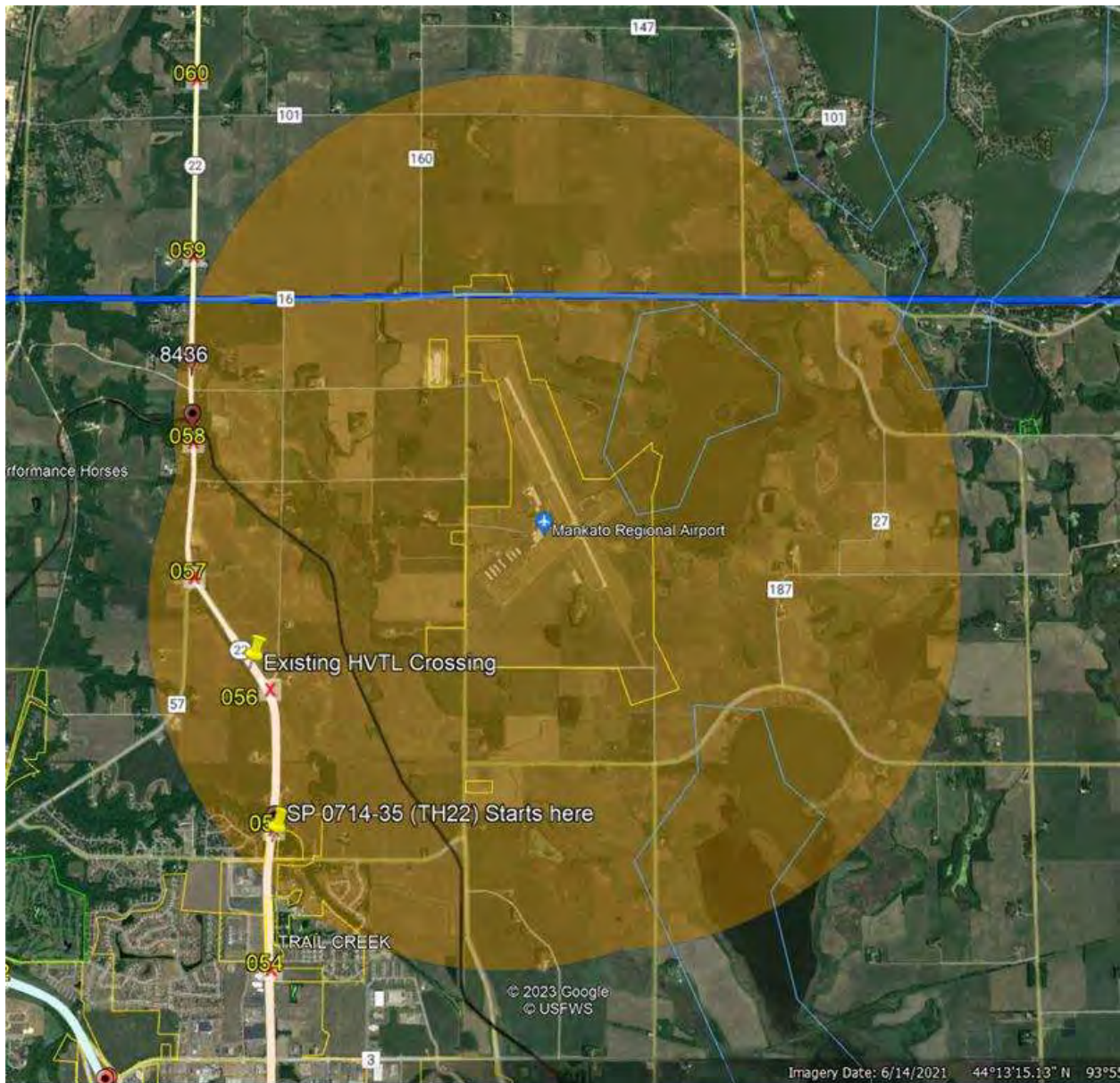
- Highway 13 has several upcoming MnDOT projects in 2028, 2029 to keep in mind.
- County Road 5 (crossed by Segment 1) is a state-designated scenic byway.

- Lots of existing infrastructure near where Segment 1 Route 1A is suggested though, so a transmission line is unlikely to be a significant concern for scenery in this location (further North on County Road 5 it would be more of a concern).
- US Highway 61/MN 61 (Segment 3) is a state- and nationally-designated scenic byway and also classified as an “All-American Road” (aka “The Great River Road” - for more information, see <https://experiencemississippiriver.com/>).
 - Segment 3 would be built along where a transmission line already exists, so unlikely to add any new impact to scenery (MnDOT will provide more information) (No new construction in this area). MnDOT recommends consultation with the Mississippi River Parkway Commission (MRPC) regarding this crossing (see MRPC contact below).
- A 65 kV line already exists along part of 75 St NE (this is the Dairyland Power Coop (DPC) line).
- Highway 63 is getting a new roundabout in Segment 4 at the intersection with County Road 112.



- MnDOT Aeronautics expressed concern regarding Segment 1 placement near Mankato Airport.
 - Portion of line closest to airport may need to be underground, if that route is chosen

- Xcel received comment from Federal Aviation Administration (FAA - Robert Hahn) concerning this and is following up – will continue to coordinate with MnDOT Aero/FAA
- Angela P also provided the Airport Influence Zone map (see below) for the Mankato Regional Airport; she was not sure if this is still 100% accurate, so recommended we coordinate with MnDOT Aeronautics (this is what she has)



Angela P also indicated she has a Scenic Byways kmz for District 7 and can send it to us if we wanted it (HDR indicated it would want this kmz). She also has a contact for the MnDOT D7 PM handling the Highway 22 project so the Xcel team can connect with him.

Stacy provided contact info for a representative of the Minnesota portion of the MPRC (see below) regarding potential impacts to The Great River Road (Highway 61):

Chris Miller, Director - chris@togpartners.com
MN Mississippi River Parkway Commission
56 33rd Ave S, #283
St. Cloud, MN 56301
651-341-4196

Action Items:

- Xcel will provide MnDOT with a document summarizing why overhead transmission lines are preferred rather than underground transmission lines. MnDOT looking for information to use in their meetings with stakeholders who question costs and other issues with undergrounding v. using overhead lines. They indicate it would help them respond to questions they receive and would appreciate more information from Xcel on this topic (undergrounding v. overhead).
- MnDOT will send a kmz of Scenic Byways (Angela sent this after the call and it is attached to these meeting notes).
- MnDOT sent a contact for the MnDOT D7 PM handling the Highway 22 project so the Xcel team can connect with him. Forrest Hasty is the PM and he can be reached at forrest.hasty@state.mn.us or 507.508.4018.
- MnDOT and Xcel will coordinate to set up a meeting with Stacy and Paul concerning development of an Early Notification Memo (ENM) to provide Xcel written feedback on the Project and use in the CON/RPA. Stacy expects this meeting to be about ½ hour long.

Meeting Minutes

Subject: **Minnesota DOT Meeting
Mankato-Mississippi River Transmission Project (Project)**

Date & Time: 9/13/2023 9:30 am - 10:30 am (Central)

Location: Teams Call (Remote)

Attendees: Stacy Kotch Egstad, MnDOT
Paul Hartzheim, MnDOT
Ellen L. Heine, Xcel Energy
Joe Sedarski, HDR

A follow up meeting was held between Minnesota Department of Transportation (MnDOT), Xcel Energy and HDR representatives concerning the above-referenced project. The purpose of the meeting was to discuss the Early Notification Memo (ENM) process that MnDOT has begun utilizing when requesting written feedback from MnDOT for inclusion into Route Permit Application (RPA) documents. MnDOT provided the following agenda:

1. Early Notification Memo (ENM) explanation and use(s)
 - Stages of outreach/coordination
 - Applicant checklist – affected areas/departments
 - Supplemental documentation and mapping
 - MnDOT ENM usage
 - Final product

2. Live walk-through/visuals of above-mentioned steps

Summary of Meeting:

As background on use of ENM for energy/RPA projects that the PUC approves, MnDOT indicated it met with Ray (Department of Commerce EERA) and Cezar (Minnesota Public Utilities Commission [PUC]) last week to coordinate on high voltage transmission line (HVTL) projects.

The use of ENM will help guide utilities/parties in identifying issues or concerns and Stacy noted that a number of MnDOT considerations go into use of and sharing their right-of-way (ROW). It is not a carte blanche thing for coordinating shared use of road ROW. MnDOT is asking for specifics on a given project.

Stacy and Paul recently developed this ENM process for HVTL projects. The ENM has been shifted to make broader for environmental resources and related items – within MnDOT it also includes more functional groups (planning, engineering, land, ROW, etc.).

Stacy and Paul walked through MnDOT ROW mapping that is publicly available; they explained some of the data layers, how the easement or ROW areas are mapped, and links to more

detailed pdf mapping within the ArcGIS system. They noted there is multiple mapping in any given area (purple color ones are newer maps – higher numbered maps are newer maps). Joe noted that HDR is likely using this publicly available data and will double check (HDR also using a number of other datasets, as well as Xcel information).

We discussed using the “Route Width” when setting the study area/project area to complete the ENM, which aligns with the permit area that the PUC issues for Route Permits. However, we may want to buffer larger for specific resources (e.g., cultural resources, T&E/habitat, contaminated sites, etc.). We will need to understand what buffer to use for a particular resource in preparing the ENM request. Buffer may change based on the type of resource (e.g., eagles, bats, contaminated sites, etc.).

Bats are a growing issue for review – roosting, habitat, etc. Paul will look into this with MnDOT environmental staff to see how MnDOT approaches this and if this is different than the U.S. Fish and Wildlife Service (USFWS), Minnesota Department of Natural Resources, (MnDNR), etc.

MnDOT needs 30 days to respond to ENM submittal by utility/applicant (but we should include more time for analysis of MnDOT response comments, information and response to work into the RPA document before finalizing it).

We discussed that utilities completing the ENM should provide environmental datasets/information for those locations of a project that cross MnDOT ROW or near MnDOT ROW; the request should be tailored to areas of MnDOT interest. Additionally, the data should be organized so that MnDOT staff can review and comment on in an efficient manner. This could mean providing some explanation for certain project crossings, project information, and additional resource data (if available) to assist MnDOT in its review/comment. Paul indicated we can always provide additional information besides the GIS data if that helps MnDOT review and comment.

We discussed the value of having MnDOT ENM response included in the RPA document but also acknowledged that routes for these projects can and do change during the permitting process. The ENM can be updated and revised to adjust to changes in the routes or other permitting needs.

MnDOT reminded Xcel to contact the representative of the Minnesota portion of the Mississippi River Parkway Commission (MPRC) (included below) regarding potential impacts to The Great River Road (Highway 61), even if this project is will not impact this road.

Chris Miller, Director - chris@togpartners.com
MN Mississippi River Parkway Commission
56 33rd Ave S, #283
St. Cloud, MN 56301
651-341-4196

MnDOT also reminded Xcel to provide information on the differences between undergrounding HVTLs v. going overhead. Xcel has a fact sheet that was prepared for another project that Ellen is reviewing and revising for this project. When completed, she will send that to Stacy and Paul.

MnDOT will prepare a formatted ENM form for Xcel to use on this project and send to us later this week.

Action Items:

- Xcel will reach out to Chris Miller at MRPC to inform him of the project and plans for this portion of the project so MRPC is aware of the project.
- Xcel will send MnDOT information regarding undergrounding v. using overhead lines as earlier requested by MnDOT.
- MnDOT will send Xcel a formatted ENM form to use for requesting MnDOT review of this project for use in the RPA document.

Sedarski, Joe

From: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>
Sent: Tuesday, January 30, 2024 2:20 PM
To: Heine, Ellen L; Griffin, Stephanie; Sedarski, Joe
Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting
Attachments: MNDOT EARLY REVIEW LTR_XCEL_MMRT_1-30-24.pdf

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Ellen et al.,

For your consideration and MPUC application inclusion, attached you will find MnDOT's Early Review Letter (with a listing of MnDOT's Office of Environmental Stewardship and other MnDOT functional group comments/recommendations) for the Mankato – Mississippi River Transmission Project.

Please contact me with any questions you may have on the information provided.

Thank you again for all your early coordination efforts on this project,

Stacy Kotch Egstad

Utility Routing & Siting Coordinator | Office of Land Management

Minnesota Department of Transportation

395 John Ireland Blvd Mailstop 678

St. Paul, MN. 55155

651-358-0786

mndot.gov/



From: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>

Sent: Tuesday, December 19, 2023 10:28 AM

To: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>; Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Bentz, Nicholas <nicholas.bentz@hdrinc.com>; contact@mmrtproject.com; Mayer, Michael <Michael.Mayer@hdrinc.com>

Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

Yep, the DPC line along Hwy 42 will be a separate PUC application, and I believe they are planning to submit their application a couple of months after ours.

Ellen Heine

Xcel Energy

P: 612.330.6073 C: 651-247-0957

E: ellen.l.heine@xcelenergy.com

From: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>

Sent: Monday, December 18, 2023 1:47 PM

To: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>; Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>
Cc: Bentz, Nicholas <nicholas.bentz@hdrinc.com>; contact@mmrtproject.com; Mayer, Michael <Michael.Mayer@hdrinc.com>
Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

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Quick question:

I'd planned on separating out the DPC 161kV portion of this for its own review since we've had individual project meetings, timelines, etc. Would that be discouraged or acceptable?

From: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>
Sent: Monday, December 18, 2023 9:43 AM
To: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>; Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>
Cc: Bentz, Nicholas <nicholas.bentz@hdrinc.com>; contact@mmrtproject.com; Mayer, Michael <Michael.Mayer@hdrinc.com>
Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

Ok, sounds good!

Ellen Heine
Xcel Energy
P: 612.330.6073 C: 651-247-0957
E: ellen.l.heine@xcelenergy.com

From: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>
Sent: Monday, December 18, 2023 9:40 AM
To: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>; Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>
Cc: Bentz, Nicholas <nicholas.bentz@hdrinc.com>; contact@mmrtproject.com; Mayer, Michael <Michael.Mayer@hdrinc.com>
Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

EXTERNAL - STOP & THINK before opening links and attachments.

Ellen,

Thank you for that. Your timeline allows us to be more realistic about our expectations and deadlines. We would like to get a response back to you by the end of January so that it can be included in your RPA.

We'll run with what we already have and send that out for internal review. Paul plans to compare current project information provided with our latest and greatest version of the ENM and may reach out with specific add-on requests to supplement our review.

Stacy Kotch Egstad
Utility Routing & Siting Coordinator | Office of Land Management
Minnesota Department of Transportation
395 John Ireland Blvd Mailstop 678
St. Paul, MN. 55155
O: 651-366-4635 (Thur)
mndot.gov/



From: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>

Sent: Monday, December 18, 2023 9:00 AM

To: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>; Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Bentz, Nicholas <nicholas.bentz@hdrinc.com>; contact@mmrtproject.com; Mayer, Michael <Michael.Mayer@hdrinc.com>

Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

Hey Stacy,

We are hoping to have a draft application to send to EERA in mid-January and then file the application in early February. We'd be happy to set up a quick call to discuss what additional information you'd like to get.

Or, Paul, if you want to just let us know via email that works too.

Ellen

Ellen Heine
Xcel Energy

P: 612.330.6073 C: 651-247-0957

E: ellen.l.heine@xcelenergy.com

From: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>

Sent: Friday, December 15, 2023 12:50 PM

To: Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Bentz, Nicholas <nicholas.bentz@hdrinc.com>; contact@mmrtproject.com; Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>; Mayer, Michael <Michael.Mayer@hdrinc.com>

Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

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Thank you for following up, Stephanie. Yes, we are glad to have what we consider to be the most useful layers of the shapefiles to use.

I will answer that question with another question:

Can you tell me again when you intend to file the RPA?

The reason I ask is that I intend to send out your Utility ENM for internal review today in order to get the information back to you for inclusion in your RPA. However, in a perfect world, and if we have more time, we'd like some additional information to supplement that ENM.

If a later timeframe could work, I'll let Paul Hartzheim share the specifics of what we'd like to see.

If not, we will distribute the ENM with what we have with the expectation that there could be additional questions from reviewing staff that would be expressed in my comment/review documentation back to you by the deadline you provide (30-day min).

Thank you for your consideration,

Stacy Kotch Egstad

Utility Routing & Siting Coordinator | Office of Land Management

Minnesota Department of Transportation

395 John Ireland Blvd Mailstop 678

St. Paul, MN. 55155

O: 651-366-4635 (Thur)

mndot.gov/



From: Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>

Sent: Thursday, December 14, 2023 3:32 PM

To: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Bentz, Nick <Nicholas.Bentz@hdrinc.com>; contact@mmrtproject.com; Heine, Ellen L <ellen.l.heine@xcelenergy.com>; Mayer, Michael <Michael.Mayer@hdrinc.com>

Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

Some people who received this message don't often get email from stephanie.griffin@hdrinc.com. [Learn why this is important](#)

Hi Stacy,

I just wanted to follow up with you and see if there was anything else you needed us to provide for GIS data. I'm so sorry the shapefiles were cooperating, but glad you got the project data to work!

If there are any other datasets that would be helpful, please let me know, I would be glad to individually break the data out.....

Thanks,

Stephanie Griffin, SWPPP

Sr. GIS Tech/Environmental Scientist II

HDR

970 S 29th St W.

Billings, MT 59102

D 406-869-4951

Stephanie.Griffin@hdrinc.com

hdrinc.com/follow-us

From: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>

Sent: Tuesday, December 5, 2023 1:57 PM

To: Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Bentz, Nick <Nicholas.Bentz@hdrinc.com>; contact@mmrtproject.com; Heine, Ellen L <ellen.l.heine@xcelenergy.com>; Mayer, Michael <Michael.Mayer@hdrinc.com>

Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

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Hi. It's me again.....

After much frustration and even having our IT folks work their magic, neither Paul nor I can get these shapefiles to upload into our respective mapping systems.

Would you be willing to take what you've just sent us and try to upload them to the following ArcGIS (public) system?
[Right of Way Mapping and Monitoring \(arcgis.com\)](https://arcgis.com)

Worst case scenario, we'll take ONLY the Project Area files for now.

Thanks much and apologies.....again.

Stacy Kotch Egstad

Utility Routing & Siting Coordinator | Office of Land Management

Minnesota Department of Transportation

395 John Ireland Blvd Mailstop 678

St. Paul, MN. 55155

O: 651-366-4635 (Thur)

mndot.gov/



From: Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>

Sent: Wednesday, November 22, 2023 12:41 PM

To: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Bentz, Nick <Nicholas.Bentz@hdrinc.com>; contact@mmrtproject.com; Heine, Ellen L <ellen.l.heine@xcelenergy.com>; Mayer, Michael <Michael.Mayer@hdrinc.com>

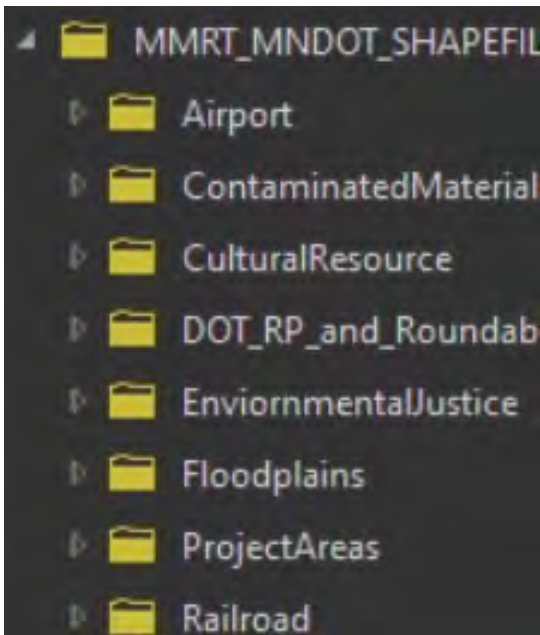
Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

Hi Stacy,

Thanks so much for the information, what I had sent was a ArcGIS (.gdb), so that makes sense why it wasn't working for you, sorry for the confusion!

I have exported those layers to Shapefiles. I created folders and tried to organize the Shapefiles by the section of the Application they apply to. Hopefully make it easier on your end (you can see the organization below). These are all in the attached (.zip).

Please let me know if we need to organize differently and I would be happy to help!



Have a great Thanksgiving,

Stephanie Griffin, SWPPP

Sr. GIS Tech/Environmental Scientist II

HDR

970 S 29th St W.

Billings, MT 59102

406-869-4951

Stephanie.Griffin@hdrinc.com

hdrinc.com/follow-us

From: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>

Sent: Tuesday, November 21, 2023 3:17 PM

To: Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Bentz, Nick <Nicholas.Bentz@hdrinc.com>; contact@mmrtproject.com; Heine, Ellen L <ellen.l.heine@xcelenergy.com>; Mayer, Michael <Michael.Mayer@hdrinc.com>

Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

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Thank you, Stephanie. Sadly, the files still do not work in either of our ArcGIS mapping programs. We get an error stating "There was an Issue. Unable to generate features."

If it helps, here is a list of acceptable formats for our system:

You can drop or browse for following file types:

- A Shapefile (.zip, ZIP containing all shapefile)
- A CSV File (.csv, with latitude, longitude and semi-colon or tab delimitation)
- A KML File (.kml)
- A GPX File (.gpx, GPS Format)

Apologies for being difficult.

From: Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>

Sent: Tuesday, November 21, 2023 1:44 PM

To: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Bentz, Nick <Nicholas.Bentz@hdrinc.com>; contact@mmrtproject.com; Heine, Ellen L <ellen.l.heine@xcelenergy.com>; Mayer, Michael <Michael.Mayer@hdrinc.com>

Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

Hi Stacy,

See the attached .zip file, hope this helps!

Please reach out if you have questions.

Thanks,

Stephanie Griffin, SWPPP

Sr. GIS Tech/Environmental Scientist II

HDR

970 S 29th St W.

Billings, MT 59102

D 406-869-4951

Stephanie.Griffin@hdrinc.com

hdrinc.com/follow-us

From: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>

Sent: Tuesday, November 21, 2023 12:34 PM

To: Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Bentz, Nick <Nicholas.Bentz@hdrinc.com>; contact@mmrtproject.com; Heine, Ellen L <ellen.l.heine@xcelenergy.com>; Mayer, Michael <Michael.Mayer@hdrinc.com>; Griffin, Stephanie <Stephanie.Griffin@hdrinc.com>

Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

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Joe et al.,

Thank you very much for the deliverables. I'll be sure to reach out should any reviewers have questions about the information provided. That said, the .zip files come up empty for both Paul and I. No pressure as it's doubtful I'd be able to get a review package prepped and out to my team before the holiday weekend anyway.

Happy Thanksgiving to you and yours!

Stacy Kotch Egstad

Utility Routing & Siting Coordinator | Office of Land Management

Minnesota Department of Transportation

395 John Ireland Blvd Mailstop 678

St. Paul, MN. 55155

O: 651-366-4635 (Thur)

mndot.gov/



From: Sedarski, Joe <Joe.Sedarski@hdrinc.com>

Sent: Tuesday, November 21, 2023 11:32 AM

To: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Bentz, Nick <Nicholas.Bentz@hdrinc.com>; contact@mmrtproject.com; Heine, Ellen L

<ellen.l.heine@xcelenergy.com>; Mayer, Michael <Michael.Mayer@hdrinc.com>; Griffin, Stephanie

<Stephanie.Griffin@hdrinc.com>

Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

Good morning Stacy and Paul – please find attached the completed ENM form along with GIS shapefiles for this request, as discussed earlier.

If the shapefiles do not come through, please let me know and I will have Stephanie repackage those and send as follow up (I may have issues with compiling those from my computer, for some reason).

We are available to discuss any questions and walk through data and responses included once you get to look this over.

Thanks very much and hope you all have a great Thanksgiving!

Best,
Joe

Joe Sedarski, PE, JD

Sr. Environmental PM / Sr. Technical Advisor

HDR

1601 Utica Avenue South, Suite 600

St. Louis Park, MN 55416-3400

D 763.591.6684 **M** 612.214.6658

Joe.Sedarski@hdrinc.com

hdrinc.com/follow-us

From: Sedarski, Joe
Sent: Wednesday, September 27, 2023 5:43 PM
To: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>
Cc: Bentz, Nick <Nicholas.Bentz@hdrinc.com>; contact@mmrtproject.com; Heine, Ellen L <ellen.l.heine@xcelenergy.com>
Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

Stacy and Paul – thanks for sending the ENM Request form. We’ll use that and let you know if any questions come up as we prepare that.

Attached please find meeting notes from our September 13, 2023, meeting with you. We are working on our action items listed and will be in touch as those get completed.

Thanks again,
Joe

Joe Sedarski, PE, JD

Sr. Environmental PM / Sr. Technical Advisor

HDR

1601 Utica Avenue South, Suite 600
St. Louis Park, MN 55416-3400
D 763.591.6684 M 612.214.6658
Joe.Sedarski@hdrinc.com

hdrinc.com/follow-us

From: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>
Sent: Thursday, September 14, 2023 7:58 AM
To: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>
Cc: Solis, Joshua <joshua.solis@hdrinc.com>; Bentz, Nick <nicholas.bentz@hdrinc.com>
Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ellen and Joe,

As discussed in yesterday’s meeting, please find the attached ENM Request for Information (and Supplemental Checklist at the end) for MnDOT’s use in a pre-filing review of the MMRT Project.

Please note that it is understood that all requested information may not be available at this time, but please provide what you can.

This ENM document/process is a work in progress and therefore, future ENM requests may look different than what you see today.

Finally, to be respectful of your PUC submittal timeline, please allow MnDOT 30 days for a complete agency review of the information you provide.

Thank you both again for meeting with us yesterday, and for your support of this process. Contact me with any questions.

Stacy Kotch Egstad

Utility Routing & Siting Coordinator | Office of Land Management

Minnesota Department of Transportation

395 John Ireland Blvd Mailstop 678

St. Paul, MN. 55155

O: 651-366-4635

mndot.gov/



From: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>

Sent: Friday, September 8, 2023 1:23 PM

To: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>; Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Solis, Joshua <joshua.solis@hdrinc.com>; Bentz, Nicholas <nicholas.bentz@hdrinc.com>

Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

Sounds good!

Ellen Heine

Xcel Energy

P: 612.330.6073 C: 651-247-0957

E: ellen.l.heine@xcelenergy.com

From: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>

Sent: Friday, September 8, 2023 1:19 PM

To: Sedarski, Joe <Joe.Sedarski@hdrinc.com>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>; Solis, Joshua <joshua.solis@hdrinc.com>; Bentz, Nicholas <nicholas.bentz@hdrinc.com>

Subject: RE: Mankato-Mississippi River Transmission Project - follow up meeting

EXTERNAL - STOP & THINK before opening links and attachments.

Perfect, thank you for this.

Paul is OOO today, but I checked his schedule and will send you and Ellen a Teams invite shortly for Wednesday, September 13th from 9:30 – 10:45am.

You do not need to prepare anything. Our plan is to simply explain the process as it's currently being implemented and then share some visuals from a completed ENM through utilization in both pre-filing and PUC scoping (post-filing) processes.

Thank you again for your willingness meet on this topic,

Stacy Kotch Egstad

Utility Routing & Siting Coordinator | Office of Land Management

Minnesota Department of Transportation

395 John Ireland Blvd Mailstop 678

St. Paul, MN. 55155

O: 651-366-4635



From: Sedarski, Joe <Joe.Sedarski@hdrinc.com>

Sent: Friday, September 8, 2023 1:01 PM

To: Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>; Hartzheim, Paul (DOT) <Paul.Hartzheim@state.mn.us>

Cc: Heine, Ellen L <ellen.l.heine@xcelenergy.com>; Solis, Joshua <Joshua.Solis@hdrinc.com>; Bentz, Nick <Nicholas.Bentz@hdrinc.com>

Subject: Mankato-Mississippi River Transmission Project - follow up meeting

This message may be from an external email source.

Do not select links or open attachments unless verified. Report all suspicious emails to Minnesota IT Services Security Operations Center.

Hi Stacy and Paul – the following days and times work for Ellen and I to meet with you as follow up to our Aug 22nd meeting last month.

Please let us know which ones work for you and we'll get an invite/meeting sent out.

If there is anything in particular or specific that we need to prepare for this, please let us know.

Thanks!

Joe

Monday Sept 11: 1:30 -4:00 (all times CST)

Tuesday Sept 12: 2:30 – 3:30

Wednesday Sept 13: 9:00 – 10:30

Monday Sept 18: 9:00 – 10:00, 1:00 – 3:00

Wednesday Sept 20: 9:00 – 2:30

Friday the 22nd Anytime

Joe Sedarski, PE, JD

Sr. Environmental PM / Sr. Technical Advisor

HDR

1601 Utica Avenue South, Suite 600

St. Louis Park, MN 55416-3400

D 763.591.6684 **M** 612.214.6658

Joe.Sedarski@hdrinc.com

hdrinc.com/follow-us

Office of Land Management
395 John Ireland Blvd MS 678
St. Paul, MN 55155

January 30, 2024

Ellen Heine
Principal Siting and Permitting Agent
Xcel Energy

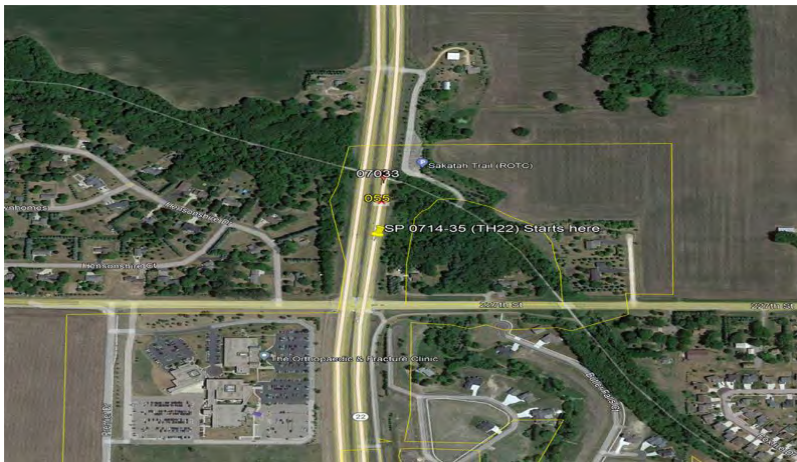
Re: MnDOT Early Coordination for Xcel’s Mankato – Mississippi River Transmission Project

Ms. Heine,

The Minnesota Department of Transportation (MnDOT) has performed a cursory review of the information available, including information exchanged during August 22nd, 2023, and September 23rd, 2023 meetings, for the Mankato – Mississippi River Transmission Project (Project). MnDOT performed a review on all segments except for the Dairyland Power Cooperative 161kV Relocation portion, which will be reviewed separately in accordance with its associated Minnesota Public Utilities Commission (MPUC) docket. MnDOT offers the following comments and recommendations for consideration.

Meeting Highlights

- (Segment 1) - Trunk Highway (TH) 22 near Mankato is being reconstructed in 2024. Prep work starts in 2024 and involves creating frontage road systems and access relocations. Major construction with detours will occur in 2025-2026; this project starts south of the existing lines over TH 22 (see screenshot below)



- (Segment 1) – MnDOT prefers transmission line placement along the south side of US 14 to avoid “boxing in” the highway and restricting future highway improvements and consideration for existing infrastructure. MnDOT understands the crowding on the north side of US 14 this area may not all be within MnDOT right-of-way (ROW)
- (Segment 1) – MnDOT prefers transmission line placement along the south side of TH 60 near Madison Lake (see screenshot below)



- (Segment 1) – A newly created wetland adjacent to TH 60 and 1st Street should be avoided
- (Segment 3) – Consultation with the Mississippi River Parkway Commission is recommended for any transmission line impacting US 61/TH 61
- (Segment 4) – A new roundabout is planned for the intersection of TH 63 and County Road 112. Utility placement within a roundabout may be restricted
- Ongoing consultation is expected between Xcel and MnDOT Aeronautics/FAA regarding transmission line placement near the Mankato Airport

General Transmission Line Routing Considerations

- To avoid sight distance impairment, poles may not be placed within site corners of at-grade road crossings
- Poles are to be placed at a 50-foot minimum from any bridge structure
- Poles must be placed outside of clear zones¹ and should be expected to exist within the outer 5 feet of the road right-of-way
- Xcel should make every effort to collocate with or otherwise ensure that MnDOT trunk highways are not “boxed in” by existing above ground utility infrastructure for the length of any line that may parallel within road right-of-way²
- Regularly checking MnDOT’s District 6 and 7 state project websites is highly recommended

Additional MnDOT district and functional group comments and recommendations can be found in *Attachment 1* of this letter. For any new construction associated with this project, including new pole placement, staging, access, and second stringing in areas over/within the state trunk highway system, additional consultation would be required. MnDOT requires adherence to the following statute, rule, policy, and other permitting requirements:

- [MnDOT Utility Accommodation Policy](#)
- [MnDOT Utility Accommodation and Coordination Manual](#)
- [MnDOT Transmission Line Guidelines](#)
- [MnDOT Environmental Requirements](#) (updated version available soon)

¹ [Clear Zones | FHWA \(dot.gov\)](#) A Clear Zone is an unobstructed, traversable roadside area that allows a driver to stop safely, or regain control of a vehicle that has left the roadway.

² [MN Rules 8810.3500](#) There shall be only a single pole line on the trunk highway right-of-way on either side of the center line thereof, unless otherwise authorized in the special provisions of the permit for construction

MnDOT appreciates Xcel's early outreach and recommends continued, close coordination regarding areas of this Project that may affect the state trunk highway system.

Sincerely,

Stacy Kotch Eggstad

Utility Routing & Siting Coordinator | Office of Land Management
Minnesota Department of Transportation

Equal Opportunity Employer

Attachment 1

MNDOT OES & FUNCTIONAL GROUP COMMENTS
XCEL ENERGY MANKATO – MISSISSIPPI TRANSMISSION PROJECT

| Resource | Comments and Recommendations |
|--|--|
| Federal and State-listed Protected Species | The Applicant should consult with the U.S. Fish and Wildlife Service (USFWS) with respect to listed species which may occur within the project area, and limit ground disturbances to the extent practical in areas of semi-natural or natural vegetation. State-listed threatened and endangered species may be located along portions of the route along MnDOT right-of-way (ROW). We recommend the Applicant consult with the Minnesota Department of Natural Resources (MDNR) to identify recorded locations and conduct species-specific surveys prior to construction to confirm locations prior to identifying pole placement and temporary workspaces. MnDOT requests copies of all biological field survey data/reports within its ROW be submitted to MnDOT. |
| Federal and State-listed Protected Species | Herbicide use must be minimized during construction and future maintenance occurring on MnDOT ROW. If used, herbicide must be applied via hand-held spot treatments applied to individual plants. Avoid broadcast applications of herbicides without further consultation to MnDOT Office of Environmental Stewardship. Restrict all activities to avoid the application of insecticides and fungicides on MnDOT ROW. |
| Federal and State-listed Protected Species | <p>*If project is within or near (one half-mile) a High Potential Zone for Rusty Patch Bumble Bee*</p> <p>The proposed project, at the time of this review, falls within or near a USFWS identified High Potential Zone (HPZ) for the federally-endangered rusty-patched bumble bee. Note the USFWS updates these boundaries annually, typically in March. The Applicant and its contractors must consult the USFWS HPZ map (https://www.fws.gov/species/rusty-patched-bumble-bee-bombus-affinis/map) each spring to ensure project activities occurring in MnDOT right-of-way remain outside of an USFWS identified HPZ for the rusty-patched bumble bee. Contact MnDOT OES at protectedspecies.dot@state.mn.us immediately if the project is now within the boundaries identified by USFWS.</p> |
| Federal and State-listed Protected Species | The Applicant must establish native vegetation in areas that are not proposed to be mowed more than once per year, and must include mowing and spot treatment control to establish seeded vegetation, as shown in the MnDOT Seeding Manual (see http://www.dot.state.mn.us/environment/erosion/vegetation.html). |
| Avian Protection | <p>The Applicant should minimize tree clearing/trimming within MnDOT ROW to extent possible. Tree clearing may be restricted to winter months (November 15 - March 31). On MnDOT ROW, additional tree clearing restrictions will typically be included in MnDOT's utility permit. If construction activities occur within the nesting season for migratory birds, conduct pre-construction nest surveys. If active nests are discovered, implement a Migratory Bird Plan to avoid and minimize impacts.</p> <p>*If eagle nests are documented in the vicinity of project*</p> <p>Eagle nests are documented in the vicinity of the project. Additional surveys are encouraged and coordination with the USFWS may be required. Construction activities may be restricted within a certain radius if the nest is deemed to be active.</p> |

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| <p style="text-align: center;"><i>Contaminated Materials Management</i></p> | <p>It is the responsibility of the Applicant to identify the potential to encounter contaminated materials (soil/groundwater/vapor) on or within 500-feet of MnDOT ROW. The Applicant should provide to MnDOT all environmental due diligence documents (e.g., desktop review, Phase I Environmental Site Assessments, Phase II), as applicable/available. If access or sampling is proposed in MnDOT's ROW, a permit will be required (see https://www.dot.state.mn.us/utility/forms.html).</p> <p>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.</p> <p>Sites documented by regulatory agencies with potential contamination on or within 500-feet of MnDOT ROW includes but is not limited to the following:</p> <p><u>Segment 1:</u> Numerous leaksites, petroleum remediation, underground storage tanks, hazardous waste generators, dump sites and MDA sites along Highway 14, Highway 60, and Interstate 35. A Superfund site (Mankato Plating Co.) is located south of Segment 1 along N. Riverfront Dr. approximately 3,600 feet away and is not located within MnDOT ROW.</p> <p><u>Segment 2:</u> MDA site at the intersection of Highway 56 and 450th St.; Numerous leaksites, underground storage tanks, hazardous waste generators near Wanamingo along Highway 60 and Highway 57.</p> <p><u>Segment 3:</u> MDA site at Highway 42; Although not located within MnDOT ROW (approximately 2,100 feet away), a Superfund site (Wabasha County Landfill) is in Wabasha located west of Highway 61. A dumpsite (Weaver Dump) is located along Highway 61 located in the alternative study area.</p> <p><u>Segment 4:</u> MDA site at 500th St. and Highway 52; A CERCLIS site (Olmstead County Sanitary Landfill) with Institutional Controls is located east of Highway 52 in Olmsted. This site is not within MnDOT ROW however nearby Segment 4. Additionally, leaksites, underground storage tanks, petroleum remediation, hazardous waste generators and land application sites are located within MnDOT ROW along Highway 52.</p> |
| <p style="text-align: center;">Regulated Waste and Storage Tanks</p> | <p>It is the responsibility of the Applicant to report the presence of aboveground storage tanks (ASTs) within project limits. If ASTs are identified, contact Regulated Materials Staff. Asbestos, solid waste, regulated and/or hazardous waste encountered during construction activities are required to be managed in accordance with applicable federal/state and local regulations and/or guidance documents.</p> |

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| <p style="text-align: center;">Roadside Vegetation Management</p> | <p>Pesticides: Require Applicant to develop a Vegetation Management/Pesticide/Revegetation Plan and submit for MnDOT review/approval. Any proposed pesticides and application rates should be submitted to MnDOT for approval (NOTE: Use of herbicides or similar chemistries may be limited to spot treatments via hand tools only [i.e., no equipment mounted broadcast applications]).</p> <ul style="list-style-type: none"> • Herbicide used on MnDOT ROW must be labeled for use on rights-of-way. • Pesticide applicators must be state- certified in Categories A and J (see: https://www.mda.state.mn.us/pesticide-fertilizer/pesticide-applicator-license-types) • Herbicide records for work on MnDOT’s ROW must be provided to the local MnDOT District Office <p>Noxious/Invasive Weeds: Prior to construction, the Applicant should conduct a field survey for noxious weeds in all project workspaces. If any state prohibited or county designated noxious weeds (https://www.mda.state.mn.us/plants-insects/minnesota-noxious-weed-list) are identified within installation limits on MnDOT’s ROW, the Applicant must submit its Invasive Species Prevention Plan to the Office of Environmental Stewardship-Roadside Vegetation Management Unit for review and approval. All efforts must be made to prevent transportation of propagative parts to new areas. Movement of propagative parts of these plants is prohibited by Minnesota Statutes, Section 18.82. If transportation of soil or plant parts from the site are necessary, a transportation permit will be required. Questions regarding noxious weed law or noxious weed transportation permits can be directed to the Minnesota Department of Agriculture at noxiousweeds.mda@state.mn.us.</p> <p>Native vegetation: Parking, staging, and operating equipment in this area should be kept to a minimum level to accomplish the installation. Parking of vehicles or equipment not directly required for the utility installation in this area should be restricted and remain on the road surfaces. Failure to adhere to the above recommendations may lead to unnecessary damage and compaction of native plants and soils.</p> <p>Restoration: If areas are disturbed on MnDOT’s ROW, the area must be restored to a similar vegetation cover, except when that vegetation will endanger safe operation or maintenance of the utility/facility. Seeding should match existing surrounding vegetation, and native seed must have a yellow tag through the Source Identified Native Seed Program. Any seed that is to be planted on MnDOT’s ROW must be a mix approved in MnDOT’s seeding manual: https://www.dot.state.mn.us/environment/erosion/pdf/seedingmanual.pdf.</p> <p>Woody Debris Management - Tree and brush clearing can only occur between November 15th and March 31st. The applicant will dispose of trees, brush, stumps, roots, and other debris or byproducts by chipping, tub grinding, or marketing. Chip/mulch can be used as erosion control for the project, however, any mulch/chip and debris not used will be removed from the right of way. If stumps are not ground out, they must be cut no higher than 3 inches above the ground line and treated with an approved herbicide labeled for use on rights of way to inhibit re sprouting. If the stump is treated, the applicant must submit a record of herbicide application to the MnDOT Authorized Representative. Marketable trees are defined as all trees except elm, oak wilt infected oak trees and ash. Dispose of ash, pine, elm, and oak wilt infected trees in accordance with proper forestry disposal standards to prevent the spread of insects and disease. For trees designated to remain during operations, if soil excavation must take place within the tree(s) dripline, the applicant will cleanly cut all tree roots along the excavation limits in accordance with MnDOT Standard Specification 2572.3A.2. If during the applicant’s operations it exposes or damages roots on trees designated to remain, immediately and cleanly cut damaged and exposed roots and place topsoil over the exposed area. If the applicant wounds a tree designated to remain, they must notify the MnDOT Authorized Representative.</p> <p>MnDOT reserves the right to conduct its own inspection on MnDOT ROW (during and post-construction) to verify restoration status prior to the Applicant filing their Notification of Restoration Completion with the Commission.</p> |
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| <p>Wetlands Coordination</p> | <p>Any ground disturbance (e.g., fill, excavation, direct or indirect drainage) of regulated aquatic resources must comply with all applicable federal Clean Water Act Section 404, Minnesota Wetland Conservation Act (WCA), and MDNR Public Waters Work requirements. If ground-disturbing activities are proposed within MnDOT ROW, MnDOT may require an aquatic resource delineation to be performed throughout the areas of proposed disturbance. The delineation would require approval by MnDOT OES, as the Local Government Unit (LGU) responsible for administering the WCA within state TH ROW.</p> <p>The project must restore any temporary impacts and avoid, minimize, and mitigate any permanent impacts to delineated aquatic resources to the extent required by state and federal law. This includes implementing Best Management Practices (BMPs) during construction to minimize aquatic resource disturbance, including compaction, erosion, and sedimentation.</p> <p>MnDOT reserves the right to conduct field inspections within its ROW.</p> |
| <p>Water Permits - Federal Agencies, Floodplains</p> | <p>*If floodplains are crossed by the project:</p> <p>The Applicant should make efforts to avoid placement of structures or fill in floodplain areas to minimize adverse impacts and increased risk of flooding. The Applicant should engage with local floodplain permitting authorities to determine permitting and other requirements. The project may also involve work affecting waters of the US in which case a Section 404 authorization from the U.S. Army Corps of Engineers would be needed.</p> |
| <p>Cultural Resources</p> | <p>Known or suspected archaeological sites, burials/cemeteries, and historic properties within MnDOT R/W: <u>Segment 1:</u> Sec. 26 and 35 – T109N-R23W – Sakatah Cemetery; Sec. 33 – T109N – R23W & Sec. 3 – T108N-R23W – County Line Cemetery; Sec 35 – T109 – R25W – Calvary Cemetery; Sec. 36 – T109N – R24W – Alpha Site 21WEg (Okaman) <u>Segment 2:</u> Sec. 34 – T110N – R18W – St. Michaels Cemetery; Sec. 34 – T110N – R18W – Old Hauge Cemetery; Sec. 5 - T109N – R17W – Unknown Cemetery; Sec. 34 – T110N – R17W – Dale Cemetery; Sec. 33 – T110N – R17W – Alpha Site21DGw (Spring Creek); Sec. 26 – T110N – R17W Alpha Site 21GDae (Old Wanamingo) <u>Segment 3:</u> Sec. 19, 20, 29, 30 – T109N – R15W – Catholic Cemetery <u>Segment 4:</u> Sec. 19, 20, 29, 30, 33, 34 – T109N – R15W – Catholic Cemetery; Sec. 34 – T109N – R15W – Site 21GD0249 (O’Brien); Sec. 7 – T108N – R14W – Site 21OL0030 (Shady Lake); Sec. 7, 18 – T108N – R14W – Site 21OL0029 (Davis); Sec. 18 – T108N – R14W – Site 21OL0032 (South Branch); Sec. 18 – T108N – R14W – Standing Structure OL-ORT-013 (William Rucker Farmstead)</p> <p>The Applicant should provide summary of cultural field surveys and coordination with SHPO to date. If surveys have not been completed, provide an anticipated schedule for completion. If the Applicant is aware of or becomes aware of significant cultural resources findings in or adjacent to MnDOT R/W, please contact our office at CulturalResources.dot@state.mn.us. In addition, the Applicant shall prepare a Post Review Discovery Plan (PRDP1) and submit to MnDOT for review and contact information for CRU staff must be included in the PRDP. This plan should outline the steps to be followed in the event of an unanticipated discovery of archaeological materials, human remains, or burials, and include language specific to the coordination with MnDOT when a discovery is on MnDOT ROW. MnDOT Cultural Resources Unit (CRU) staff should be notified (CulturalResources.dot@state.mn.us) within 24 hours/days in the event of an unanticipated find on or adjacent to MnDOT property during construction.</p> <p>Additional archaeological investigations (e.g., literature reviews, reconnaissance surveys [if warranted]) may be required where co-location is proposed or where temporary easement may be located within MnDOT R/W. Investigations should include in-field inspections to document areas of soil disturbance and to identify potentially unknown archaeological sites within areas of moderate to high archaeological potential. Archaeological site evaluations may be required for sites that cannot be avoided by the project. A PRDP should be developed for the project in advance of construction and provided to MnDOT CRU.</p> |

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| <p>FHWA National Scenic Byway Program</p> | <p>Under Title 23, USC, Section 162, National Scenic Byways Program; Scenic byways are designated as State, National or All-American because they possess one or more of six intrinsic qualities: scenic, cultural, recreational, natural, historic, and archaeological qualities. An analysis of the physical and visual impact on each of these six intrinsic qualities should be conducted at each proposed crossing locations and/or collocated segments and where the proposed utility is within 7 miles of a byway to determine the route with the least adverse impact on the byway routes and corridors. At a minimum, this analysis should include:</p> <ul style="list-style-type: none"> • Streetview Imagery or on-the-ground photographs • Photo / Visual Simulations (existing conditions and post-construction). During early planning phases of project, this may consist of typical drawings/photos of similar projects that have already been constructed. Later in Project design, this should include site-specific assessments depicting photo and visual simulations for users of the byway. <p>Each scenic byway has a leaders' group and/or stakeholder group; these groups should be contacted as part of the environmental review process. Scenic easements and areas should be investigated to identify any prohibitions or limitations that apply to land uses in the vicinity of the scenic byway. Relevant state and federal regulations governing scenic byways can be found in the MnDOT Utility Accommodation on Highway Right of Way Policy and Coordination Manual (both of which can be accessed here: https://www.dot.state.mn.us/policy/operations/oe002.html), 23 U.S.C. s. 162, and 23 CFR s. 645.209 (h).</p> <p>The Minnesota Mississippi River Parkway Commission (MRPC), established by Minnesota Statutes, section 161.1419, is the governing body for the Great River Road (GRR) in Minnesota. Minnesota Statutes, section 161.142 requires the commissioner of Transportation to construct and improve the GRR and assist the MRPC in carrying out its functions and duties. Due to the location of the Project with respect to the GRR, we recommend the Project proponent consult directly with the MPRC if they have not already done so. Please contact MPRC at info@mnmississippiriver.com, and keep MnDOT scenic byways staff apprised of these discussions.</p> <p>Mitigation measures should be recommended for unavoidable impacts on intrinsic qualities within the scenic byway corridors.</p> |
| <p>Environmental Assessment Unit / Environmental Review</p> | <p>Based on the material provided, portions of Segments 1, 2, and 4 are collocated/parallel with MnDOT Trunk Highways. If the final design will include placing poles within MnDOT ROW, close coordination with District staff and MnDOT's Office of Environmental Stewardship and Office of Land Management will be required. In addition, Xcel acknowledges the project's crossing of the Minnesota River Valley Scenic Byway near Mankato. If they have not done so already, we encourage the Applicant to contact the Minnesota River Valley Scenic Byway Alliance (https://www.mnrivervalley.com/contact/).</p> <p>If the Project will involve any construction activities within MnDOT ROW, the Applicant (and/or their Contractor) must comply with the following, relating to the conduct of work on the Project or to individuals engaged in work for the Project or employed on the Project:</p> <ol style="list-style-type: none"> (1) All applicable State and Federal laws and regulations (2) Orders and decrees of bodies and tribunals with lawful jurisdiction over the work (3) Such local ordinances as are applicable to the work <p>MnDOT's Environmental Assessment Unit reserves the right to request copies of the Applicant's environmental permits for work within its ROW as well as any inspection reports completed by the Applicant and/or its contractor.</p> |

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| <p>Soil Erosion and Sediment Control / Stormwater</p> | <p>Given the size of the Project, we assume the Applicant will be required to obtain coverage under the Minnesota Pollution Control Agency's (MPCA) Construction Stormwater General Permit (MNR100001). If a portion of the final alignment is located within MnDOT ROW, we request that the Applicant submit a copy of its Construction Stormwater Pollution Prevention Plan (SWPPP)/erosion and sediment control details to MnDOT OES for review prior to filing its Notice of Intent for coverage under MPCA's MNR100001. In addition, MnDOT reserves the right to conduct inspections of the project for portions that are within MnDOT ROW during and/or after construction. The Applicant (and/or its contractor) will be the Owner on this permit for any work on MnDOT ROW - MnDOT will not be a co-Applicant.</p> <p>Soil compaction caused by equipment traffic and haul roads on MnDOT ROW must be mitigated using techniques described in the MnDOT Facility Design Guide Chapter 13 (https://roaddesign.dot.state.mn.us/facilitydesign.aspx).</p> <p>Temporary and permanent erosion and sediment control measures on MnDOT ROW must follow standards in the MnDOT Facility Design Guide Chapter 13 (https://roaddesign.dot.state.mn.us/facilitydesign.aspx).</p> <p>Seeding on MnDOT ROW must follow standards in MnDOT Seeding Manual (https://www.dot.state.mn.us/environment/erosion/vegetation.html).</p> <p>Any erosion control blanket must be free of plastic netting and on the MnDOT Approved Products List for Rolled Erosion Prevention products. In addition, any hydraulic mulch used up-slope of Public Waters must be free of plastic fiber additives.</p> |
| <p>Env Modelling and Testing (Noise)</p> | <p>The Applicant needs to take all precautions to avoid impacts to existing noise mitigation devices (e.g., noise walls) and/or applications within MnDOT's ROW. If the Project has the potential to impact noise mitigation infrastructure, please notify MnDOT's Environmental Modelling and Testing Unit group for further guidance.</p> |
| <p>District Permitting Staff</p> | <p>Direct coordination with applicable District Permitting Staff will be required for all downstream MnDOT utility permits. MnDOT Permitting Policy and Guidance can be found at: http://www.dot.state.mn.us/utility/guidance.html.</p> |

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| <p>District Planning Staff</p> | <p>District 7 has two projects planned on Hwy 13, tentatively to be constructed in 2031 and 2034. These projects are currently in or entering the scoping phase. Project SP 4001-48, Hwy 13 from Waterville to Montgomery is planned for 2031; SP 8102-30, Hwy 13 from Waseca to Waterville, is planned for 2034. For the route alternatives shown crossing or running parallel to 13, MnDOT would need to know specifics of intended alignment, use of new or existing pole placement, height clearances, and more before elaborating on whether the proposed lines will conflict with planned trunk highway improvement projects.</p> <p><u>State Highway current construction projects:</u> Please note that MnDOT projects on state highways may affect travel routes to the project site, and/or may alter access points. To learn which projects might be in the area please review the current MnDOT construction projects website at https://www.dot.state.mn.us/construction/index.html and click on the district where your project is located.</p> <p><u>State Highway planned and future projects:</u> MnDOT plans projects along state highways up to 10 years in advance. Please check the area in which your project is located at https://www.dot.state.mn.us/roadwork/index.html#gsc.tab=0 to see which projects might coincide with your project. Note that project timing can change, particularly for projects that are identified as being planned for 5 to 10 years in the future. You may also reach out to the district Planning contact or district Project Manager for more information.</p> <p><u>Access:</u> Because there is a direct connection between crash rates and access density on state trunk highways, project proposers should plan to utilize access points on local roads whenever possible. Access from MnDOT right-of-way whether at an existing driveway or new driveway is not guaranteed. New highway access permits will be required in either case. Please contact District Permitting staff for more information about permit applications, processes, and requirements.</p> |
| <p>Design Support</p> | <p><u>Powerlines:</u> Lateral placement of utility poles or non-crashworthy must be placed outside the roadway's clear zone and should avoid the need for traffic barrier shielding. Any side slope grading within the roadway clear zone must not result in a hazardous geometry for run-off vehicles. Utility poles/devices must not obstruct intersection sight lines. Appurtenances protruding more than four inches above the ground line shall be located outside the clear zone and as close to the edge of the ROW as practical, and must not obstruct intersection sight lines. Appurtenances within the roadway clear zone must be crashworthy. See MnDOT's Facility Design Guide - Chapter 10 (https://roaddesign.dot.state.mn.us/facilitydesign.aspx) for a definition of "crashworthy" and other pertinent information.</p> <p>For other technical components and requirements for utility owners regarding the location, design, and methods for installing, adjusting, accommodating, and maintaining utility facilities on such rights of way, please refer to MnDOT Utility Accommodation and Coordination Manual, found here: https://www.dot.state.mn.us/utility/projectdelivery.html.</p> |
| <p>Safety and Operations Management</p> | <p>All utility poles and non-crashworthy devices shall be placed outside of the minimum clear zone per MnDOT standards and guidance for this type of roadway and traffic volumes. Additional distance from the roadway is encouraged. Construction of such items should be reviewed, even when outside of MnDOT ROW. Any installation within intersection sight distances should be avoided and reviewed to ensure driver sight lines are not blocked or impeded. Additional access points off of the trunk highway are discouraged and should be avoided. If needed, they should follow all MnDOT standards for access construction. Intersection related and roadway departure crashes are two of the leading types of fatal and serious injury crashes on Minnesota Roadways. These comments reflect measures needed to continue to prevent these types of crashes. To find out more about Minnesota safety efforts, please see our Strategic Highway Safety Plan. https://www.dot.state.mn.us/trafficeng/safety/shsp/</p> |

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| Blowing Snow Control / Snow Fences | Based on our review, we have identified living and/or structural snow fences in the vicinity of your project. Snow fences have been established in a collaborative effort with landowners to trap snow from blowing across and accumulating on state highways. If the utility project adversely impacts a snow fence causing the loss of blowing snow control functionality, the utility will must work with MnDOT to find a blowing snow control solution. Please refer to http://www.dot.state.mn.us/environment/livingsnowfence/ and Chapter 15D - Design for Blowing Snow Control found in MnDOT Facility Design Guide (https://roaddesign.dot.state.mn.us/facilitydesign.aspx) for more information. |
| Railroad | Any utility within railroad ROW will require permitting and coordination directly with the railroad. The proposed route will cross Union Pacific track and may potentially cross Canadian Pacific Kansas City track. |

Sedarski, Joe

From: Heine, Ellen L <Ellen.L.Heine@xcelenergy.com>
Sent: Wednesday, October 11, 2023 5:03 PM
To: chris@togpartners.com
Cc: Sedarski, Joe; contact@mankatomississippirivertransmission.com
Subject: Mankato to Mississippi River Transmission Project
Attachments: MRPC Ltr 10_11_23.pdf

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Chris,

I'm contacting you regarding transmission line project that we are developing in southeast Minnesota. We had an overview meeting with several MnDOT staff a couple of weeks ago and they suggested that we reach out to you as our project crosses Highway 61/the Great River Road. The attached letter and map provide more detail about the project, but I wanted to make sure to clarify that this project does not involve any new construction across Highway 62. The "new" 345 kV line in that location will be utilizing the circuit that is currently being operated at 161 kV and there is no need for a change in equipment in that location. However, because the 161 is being displaced that line will need to be relocated. That line is owned by Dairyland Power Cooperative (DPC) and they are currently working on developing route for the line, which will likely cross Highway 61 somewhere Kellogg. I passed your contact info to our connections at DPC and they said they will be sure to connect with you regarding their project as they get further along. Please feel free to reach out to me if you have questions or would like to have a call to discuss any of this information.

Thanks,

Ellen

Ellen Heine
Xcel Energy
Principal Siting and Permitting Agent
414 Nicollet Mall, 414-6A, Minneapolis, MN 55401
P: 612.330.6073 C: 651-247-0957
E: ellen.l.heine@xcelenergy.com

VIA EMAIL

October 11, 2023

Chris Miller, Director
Minnesota Mississippi River Parkway Commission
56 33rd Avenue South, #283
St. Cloud, MN 56301
chris@togpartners.com

**Re: Mankato-Mississippi River Transmission Line Project
Blue Earth, Le Sueur, Waseca, Rice, Dodge, Olmsted, Goodhue, Winona, and Wabasha
counties, Minnesota
Docket No. E002/CN-22-532**

Dear Mr. Miller:

I am writing to notify you about the Mankato-Mississippi River Transmission Line Project (Project) and to provide you with an opportunity to request more information or to meet to discuss the Project. In recent communications with staff from the Minnesota Department of Transportation (MnDOT) they suggested that we make you aware of the Project because the east end includes a crossing of the Great River Road (Highway 61) and the Mississippi River near Kellogg, MN (see attached figures). The crossings utilize an existing double-circuit 161 kilovolt (kV)/345 kV transmission line, and the proposed Project would involve converting the 161 kV circuit on that line to 345 kV, resulting in a double-circuit 345 kV/345 kV line. More detail is included below.

This Project is part of a portfolio of long-range electric transmission projects identified by the regional grid operator, Midcontinent Independent System Operator (MISO), intended to improve reliability, relieve capacity on the grid as electricity use increases, create more system resiliency during extreme weather and support bringing on more renewable energy throughout the Midwest.

Xcel Energy is leading a proposal to construct the Project, which consists of about 120 miles of new 345 kilovolt (kV) transmission line starting from Xcel Energy's existing Wilmarth Substation located near Mankato and reaching east to the Mississippi River, ending Minnesota's portion of the line southeast of Kellogg (see attached Figure 1). In addition to the new 345 kV line, about 20 miles of an existing 161 kV line will need to be relocated between the North Rochester Substation near Pine Island, Minnesota, and a point on that line northeast of Rochester (Segment 4). This is needed because a portion of the new 345 kV line would displace the exiting 161 kV line described below.

The enclosed map show the Project study area, existing transmission lines and route options under consideration. Segment 3 includes an existing transmission line which was constructed in 2013-2014 and includes two sub-segments that are currently operating as 161/345 kV double-circuit lines, with single-circuit 345 kV transmission line in the middle. The 161 kV sub-segments were built to operate at 345 kV, and the Project includes operationally converting the 161 kV to 345 kV. This requires no physical change to the existing structures or transmission lines at the Highway 61 and Mississippi River crossings. Therefore, there will be no additional visual impacts to the Great River Road from this Project.¹

This Project will require a Certificate of Need and Route Permit with the Minnesota Public Utilities Commission (PUC). We intend to file these applications in late 2023 or early 2024, in accordance with Minnesota Rules (Minn. R.) 7849 and Minn. R. 7850. Additional permitting processes and consultations will occur with applicable agencies and other jurisdictions.

As part of this process, Xcel Energy is conducting stakeholder outreach and holding public meetings. The first round of public open houses for the Project were held in May 2023 and the second round of meetings were held Sept. 19 through Sept. 21, 2023. We are also coordinating with applicable Tribes and regulatory and government agencies. There will be several future opportunities for input regarding the Project throughout the permitting process.

Please let us know if you have information we should consider or questions about the Project. If you would like to meet to discuss the Project and provide input, we would be happy to meet in-person or virtually. If you prefer to review the routes in a GIS shapefile (.shp) or Google Earth format (.kmz), please let us know.

We look forward hearing from you about this Project. If you have questions and would like additional information, please contact me at Ellen.L.Heine@xcelenergy.com or (612) 330-6073.

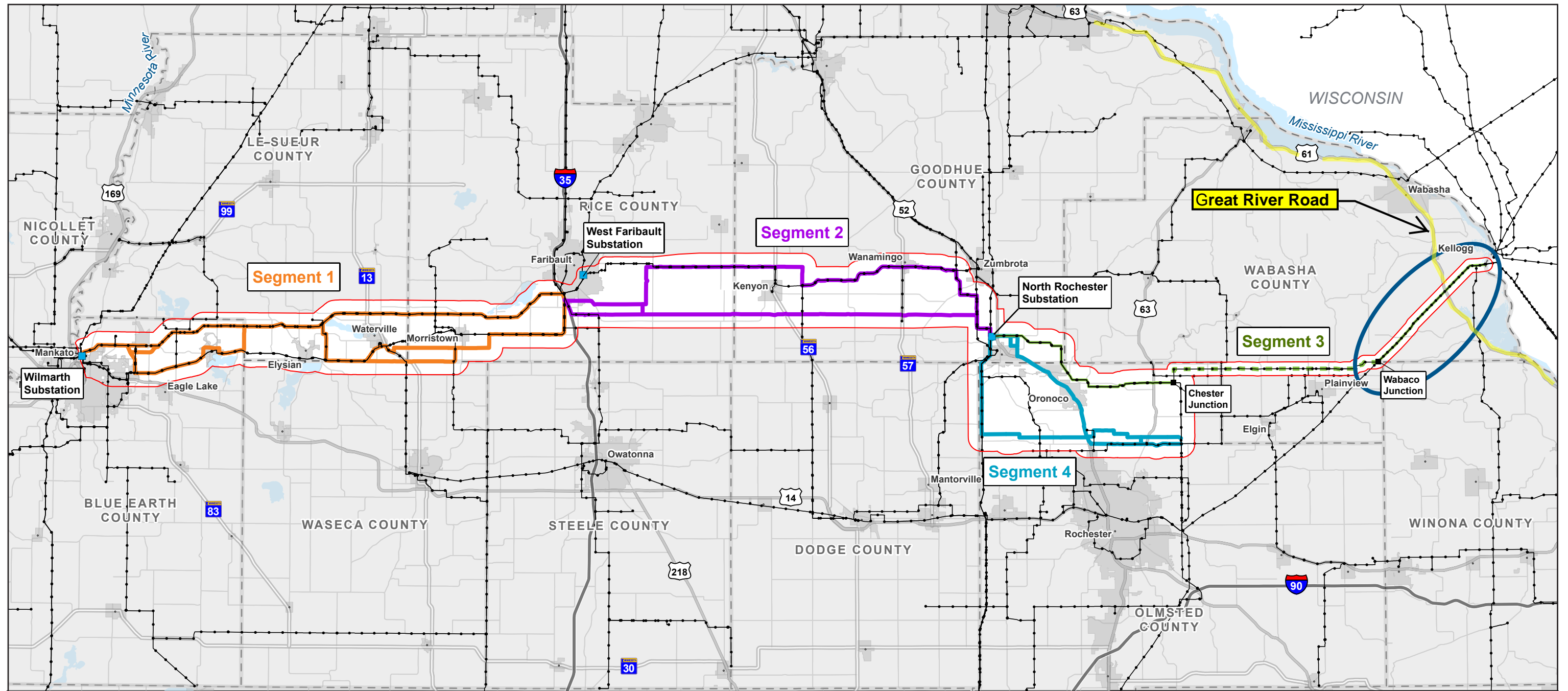
Sincerely,



Ellen Heine
Principal Siting and Permitting Agent

Enclosure: Figure 1 Project Location Map

¹ There is a separate, but related, project which is being led by Dairyland Power Cooperative (DPC) to relocate the 161 kV line on the eastern end of the project, where the 345 kV will replace it. That relocated 161 will need to cross the Great River Road, and DPC staff plan to reach out to you to discuss.



LEGEND

Proposed Route Alternatives

- Segment 1 - Wilmarth to West Faribault (345 kV)
- Segment 2 - West Faribault to North Rochester (345 kV)
- Segment 3 - Convert 161 kV to 345 kV (existing 345/345 kV installed)
- - - Segment 3 - North Rochester to Mississippi (345 kV)
- Segment 4 - North Rochester to Chester (161 kV)

- Mankato Regional Airport
- Junction
- Existing Substations
- Existing Transmission Lines
- Project Study Area
- Dairyland 161 kV Alternatives Study Area



MINNESOTA COUNTIES: GOODHUE, WABASHA, BLUE EARTH, WINONA, DODGE, OLMSTED, LE SUEUR, RICE, AND WASECA



FIGURE 1

MANKATO-MISSISSIPPI RIVER TRANSMISSION PROJECT



DATE EXPORTED: 10/11/2023