



414 Nicollet Mall
Minneapolis, MN 55401

September 7, 2021

—Via Electronic Filing—

Will Seuffert
Executive Secretary
Minnesota Public Utilities Commission
121 7th Place East, Suite 350
St. Paul, MN 55101

RE: INFORMATIONAL LETTER
SHERCO SOLAR PROJECT
DOCKET NOS. E002/M-20-891, E002/TL-21-189, E002/TL-21-190,
E002/GS-21-191

Dear Mr. Seuffert:

Northern States Power Company, doing business as Xcel Energy, submits to the Minnesota Public Utilities Commission this informational letter to provide transparency into our continued conversations with Becker Township.

On June 23, 2021, the Company attended a special Becker Town Board Meeting to provide an update on the Sherco Solar Project and better understand the Township's traffic and safety concerns related to the Project. On August 12, 2021, the Company sent a letter to the Becker Town Board Supervisors responding to the concerns shared at the June 23, 2021 meeting and our position on the best path forward. We have provided our August 12, 2021 letter along with its three attachments:

- Attachment 1, which provides a map of the Township's conceptual 149th St SE roadway extensions overlaid on the Sherco Solar Project footprint;
- Attachment 2, which is the Highway 25 Area Study from October 23, 2019; and
- Attachment 3, which is an August 4, 2021 letter from R.D. Offutt (RDO) Farms to the Commission providing information regarding RDO's correspondence with Becker Township and the City of Becker.

As noted in our response, we are committed to maintaining a constructive, ongoing dialogue with Becker Township, the City of Becker, and other stakeholders as we continue to pursue the development of the Sherco Solar Project to help drive economic relief and recovery in the wake of COVID-19, support well-paying union construction jobs, reutilize valuable interconnection rights, and

fulfill the solar power needs identified in the Company's Integrated Resource Plan.

We have electronically filed this document with the Commission, and copies have been served on the parties on the attached service list. Please contact me at bria.e.shea@xcelenergy.com or (612) 330-6064 if you have any questions regarding this filing.

Sincerely,

/s/

BRIA E. SHEA

DIRECTOR, REGULATORY & STRATEGIC ANALYSIS

Enclosures

c: Service List



414 Nicollet Mall
Minneapolis, MN 55401

August 12, 2021

Brian Kolbinger
Becker Township Supervisor Chair
12165 Hancock St
PO BOX 248
Becker MN 55308

Dear Mr. Kolbinger,

We appreciate the additional information you provided to us at the June 3rd, 2021 meeting and the June 23, 2021 meeting between Becker Township, Xcel Energy and National Grid Renewables regarding traffic and related safety concerns for the business park and County Rd 11 (165th Ave SE) and 149th St SE. We are pleased to hear that Becker Township understands that Xcel Energy's proposed Sherco Solar Project is not anticipated to significantly impact the existing transportation system in the area, and understand that the Township's primary concern is the solar project, as designed, prevents the development of westerly road extensions for 149th St SE. An extension of 149th St SE to Sherburne Avenue would provide alternative entrance and exit for business park users. Attachment 1 shows the Township's conceptual 149th St SE roadway extensions overlaid on the Sherco Solar Project footprint.

We understand the Township's concerns with traffic congestion that occurs at Highway 10 and County Rd 11, due to regional traffic heading north from Monticello onto Highway 10. Many Xcel Energy employees have experienced this backup firsthand on their daily commute to and from the Sherco plant. The current traffic volumes travelling north on County Rd 11 and the associated long queues of cars trying to make a left-hand turn onto Highway 10 west, as well as the arrangement of roadways, can potentially make it difficult for traffic to make a left turn from the Township business park onto County Rd 11 north to access Highway 10. Additionally, based on the materials you provided; we understand that traffic on County Rd 11 is projected to continue to increase in the coming years as the transportation system is further developed (See Attachment 2).

While we recognize a roadway corridor through the Sherco Solar Project could be a potential solution, we do not believe the Township's proposed alternative extensions of 149th St. SE are viable. Xcel Energy is leasing land for the solar Project, not purchasing, and any roadway extension through the leased areas would require an agreement between the landowner and the Township. In discussions with the landowner regarding their willingness to accommodate a new road corridor they stated their opposition to a new road through their property and have reiterated their lack of desire via the attached letter (See Attachment 3).

Separate from the establishment of a roadway corridor, we question the effectiveness of the proposed roadways in solving the traffic issues at hand. The proposed roadway extension may inadvertently increase traffic flows on 149th Ave as an alternative route for regional traffic looking to circumvent the stoplight at County Road 11 and Highway 10, thereby causing increased traffic flows through the Township business park and Becker business park. Second, in review of the proposed alternatives, the roadway extensions would only save minimal time when compared to the existing option of Township business park traffic making the relatively easy right turn (south) onto County Rd 11, and then following 157th St west to Sherburne Ave and Liberty Lane to head North and West toward Highway 10.



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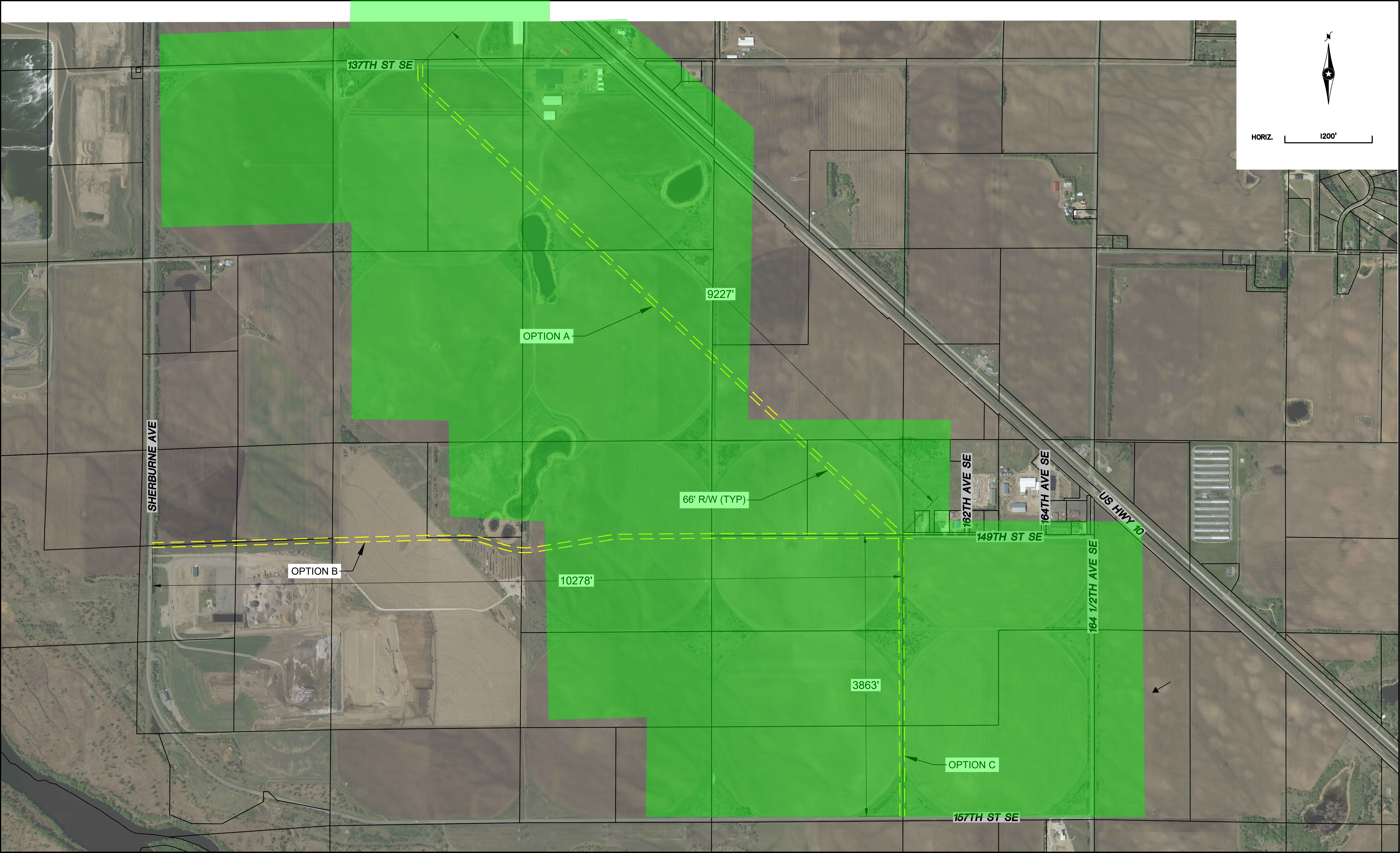
We understand the Township's preference for separating regional traffic issues from the local desire for better ingress and egress from the Township business park. However, we maintain that the local and regional traffic are inherently tied and impossible to fully separate. Given Becker Township's goal of implementing a road extension in the next 10-20 years, with some uncertainty regarding an implementation timeline, there is adequate time to develop a regional solution to the problem at hand. One such solution would be the development of an overpass/underpass at the intersection of Highway 10 and County Rd 11. This would both alleviate regional traffic in the area by providing a more direct entrance for traffic onto Highway 10 and prevent backups associated with the existing stoplight configuration. The road improvements in the area could also allow for the development of a roundabout or traffic light to accommodate business park traffic at 149th St and County Rd 11. This would provide better and more direct access for vehicles into and out of the Township business park. In our last discussion, the Township Board indicated that they agreed that an overpass at Highway 10 and County Rd 11 would alleviate Township business park access issues but were concerned that such a solution lacked a clear timeline or funding opportunities. Xcel Energy is willing to participate in discussions between the County, Minnesota Department of Transportation (MnDOT), and Township regarding options for improvements, potential timeline for implementation and funding opportunities.

We recognize that many stakeholders are impacted by transportation decisions related to County Rd 11. We would like to continue discussions with and other regional stakeholders to identify the best solution to the benefit of the region. We also welcome additional dialogue regarding future economic development opportunities in the parcels surrounding the proposed Solar Project. We'd like to emphasize our commitment to maintaining an ongoing dialogue regarding the Township's concerns as we continue to pursue the development of the Sherco Solar Project.

Regards,

A handwritten signature in black ink that reads 'John Marshall'.

John Marshall
Senior Director, Community Relations



NO.	DATE	BY	CHK	REVISION

DESIGN BY:
LDE
PLAN BY:
LDE
CHECKED BY:
WPD
APPROVED BY:
WPD

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

SIGNED: _____
DATE: _____

LICENSE NO.: _____



**BOGART, PEDERSON
& ASSOCIATES, INC.**
LAND SURVEYING
CIVIL ENGINEERING
ENVIRONMENTAL SERVICES
13076 FIRST STREET, BECKER, MN 55308-9322
TEL: 763-262-8822 FAX: 763-262-8844

EXHIBIT

SHEET
OF
SHEETS



Memorandum

SRF No. 10276

To: Central Mississippi River Regional Planning Partnership
From: Joshua Maus, PE, PTOE, Principal
Date: October 23, 2019
Subject: TH 25 Area Study

Background/Purpose of the Study

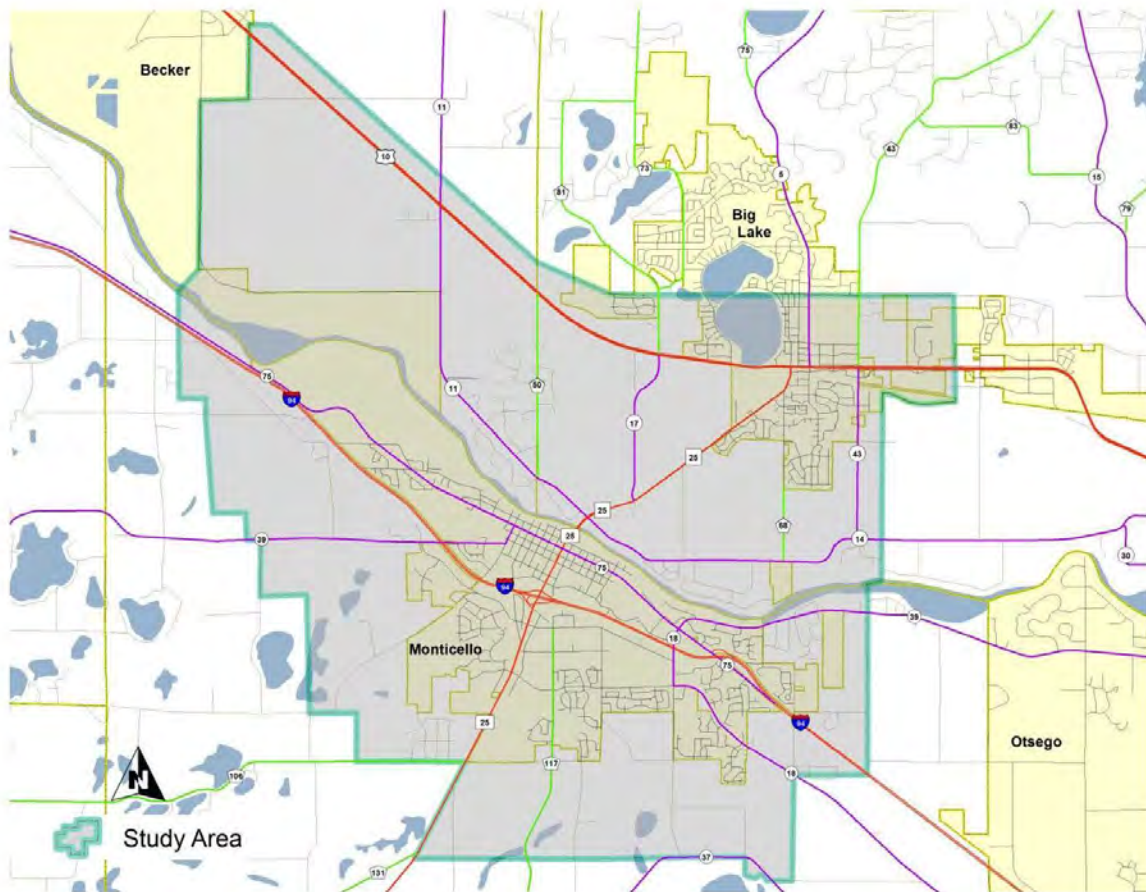
The Highway 25 Coalition was initiated in April 2016 with the main purpose to develop a unified effort that will establish a future vision for the TH 25 corridor and the surrounding area. The main goals of this vision are to improve safety, reduce congestion, and improve freight mobility while encouraging economic development. The Coalition initiated the *TH 25 Area Study* in 2017 to produce clear, fact-based data on traffic needs, and a collective recommendation for a second river crossing to support long-term needs.

The initial purpose of the *TH 25 Area Study* is to identify near and long-term improvements that address current and future transportation issues on TH 25 between I-94 and TH 10, and accommodate future community growth in Becker, Becker Township, Big Lake, Big Lake Township, and Monticello. See Figure 1 for a map of the Study Area.

Through the study process, it was determined that a more thorough evaluation of the land use and future development plans of the partners is needed before infrastructure recommendations can be made. Therefore, the scope of this study was modified to not include recommendations.

This memorandum documents the data collection, traffic analysis, preliminary purpose and need statement, concept development and evaluation that took place during the TH 25 Area Study. This information will assist communities in future planning efforts to implement improvements that improve safety, reduce congestion, and improve freight mobility while encouraging economic development.

Figure 1. Study Area



Central Mississippi River ~ Regional Planning Partnership

The Highway 25 Coalition was initiated in April 2016 with the main purpose to develop a unified effort that will establish a future vision for the TH 25 corridor and the surrounding area. The main goals of this vision are to improve safety, reduce congestion, and improve freight mobility while encouraging economic development.

The Coalition:

- Developed commitment among policymakers
- Created an understanding of transportation issues affecting the region
- Identified the importance of the connection and opportunity represented by TH 25, US 10, I-94, the Mississippi River, and the rail line

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- Completed projects that yielded clear, usable data on traffic and service level, and a collective recommendation for a second river crossing to support long-term needs

By early 2019, extensive discussion of a river crossing revealed that transportation factors alone cannot drive a bridge location:

- Transportation supports land use and development goals
- The required Federal environmental process is time-consuming, expensive, and includes all location options and considers social, land use, and economic factors
- However, these factors are critical to accomplishing community goals

With guidance from the Federal Highway Administration (FHWA) and Minnesota Department of Transportation (MnDOT), the group committed to creating a shared regional vision and goals and then determining what's necessary to accomplish them. This led to plans to explore a broader range of issues in more depth.

- May 2019: Hired consultant/facilitator with multi-jurisdictional process experience to provide support and guidance to the group
- July 2019 adopted a new name: Central Mississippi River Regional Planning Partnership

Partnership members

The following communities are members of the Central Mississippi River ~ Regional Planning Partnership:

- City of Monticello
- City of Big Lake
- City of Becker
- Big Lake Township
- Becker Township
- Sherburne County
- Wright County

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Needs of the Area

This section documents operational and safety needs of the area. Key components of this section include existing traffic volume data, existing travel pattern evaluation, capacity and safety analysis and future year forecasts and capacity analysis. This information will be used for future phases of work including development and evaluation of future projects within the study area. This information will also be used in development of a future Purpose and Need statement for projects that require a State of Federal environmental document.

Data Collection

Peak Hour Traffic Counts

Weekday a.m. and p.m. peak period vehicular turning movement counts were collected at the following study intersections during June 2017.

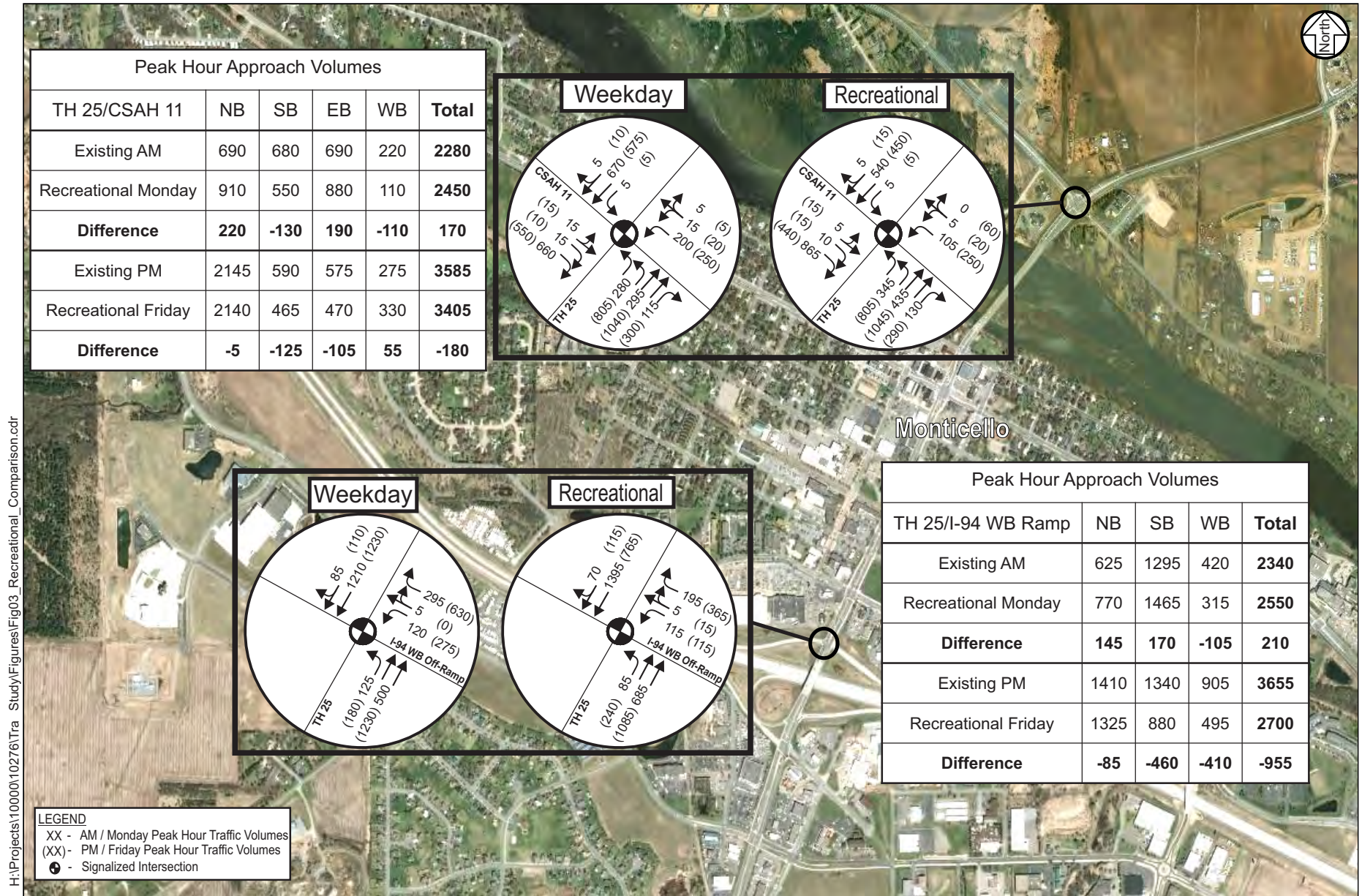
- TH 10 and CR 11
- TH 10 and TH 25
- TH 25 and CR 11
- TH 25 and River Street
- TH 25 and Broadway Street
- TH 25 and 7th Street
- TH 25 and WB I-94 Ramps
- TH 25 and EB I-94 Ramp/Oakwood Drive

In addition to the weekday peak hour counts, traffic counts were also collected over the Memorial Day weekend at two locations (TH 25/WB I-94 Ramps and TH 25/CR 11) to better understand how traffic volumes compare to typical weekday patterns. Existing geometrics, traffic control, and weekday traffic volumes are shown in Figure 2. A comparison of weekday traffic volumes and Memorial Day traffic volumes are shown in Figure 3.



TH 25 Area Study
TH 25 Study Partners

Figure 2



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Existing Travel Patterns (Origin-Destination Data)

Origin-destination data for TH 25 at the Mississippi River Bridge was obtained from StreetLight Data, a company who provides GPS data from commercial vehicles and cellular devices. A full year of data was obtained from 2016. This data was used to help determine the traffic characteristics of the vehicles who currently utilize TH 25 to cross the Mississippi River. The obtained data is classified into two categories, personal vehicle trips and commercial trips. Each type of trip was evaluated to answer two main questions.

1. Are the trips regional or local?
2. Does the regional/local breakdown vary by season (recreational vs. non-recreational seasons) and by day of the week?

The 2016 average annual daily traffic (AADT) count on TH 25 over the Mississippi River is 36,500 vehicles per day with 2,000 (5 percent) of these trips being heavy commercial vehicles. The following two tables break down the passenger vehicle and commercial trips by time of year and day of week. These trips are assigned into three types of trips:

- Regional to regional (both trip ends are outside the study area, e.g. a trip from Albertville to St. Cloud)
- Regional to local/local to regional (one trip end is within the study area and one trip end is outside the study area)
- Local to local (both trip ends are within the study area)

Results of the origin-destination data are shown in Tables 1 (passenger vehicles trips) and Table 2 (commercial trips).

Table 1. Passenger Vehicle Trip OD Data

Time of Year	Time Period	Regional to Regional	Regional to Local/ Local to Regional	Local to Local
Summer Months	Weekday (M-Th)	51%	31%	18%
	Friday	56%	26%	18%
	Sunday	60%	25%	15%
Non-Summer Months	Weekday (M-Th)	47%	32%	21%
	Friday	50%	31%	19%
	Sunday	47%	34%	19%

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Table 2. Commercial Vehicle Trip OD Data

Time of Year	Time Period	Regional to Regional	Regional to Local/ Local to Regional	Local to Local
Summer Months	Weekday (M-Th)	64%	20%	16%
	Friday	64%	21%	15%
	Sunday	67%	19%	14%
Non-Summer Months	Weekday (M-Th)	66%	19%	15%
	Friday	62%	22%	16%
	Sunday	70%	16%	14%

Based on the data, regional to regional trips make up the largest percentage of traffic that utilizes the TH 25 Bridge over the Mississippi River for both passenger and commercial trips. However, the percent of regional to regional trips is less for passenger vehicles than commercial vehicles. Another interesting finding is that the amount of regional to regional trips for passenger vehicles is less during the non-summer months when compared to summer months, especially on Sundays.

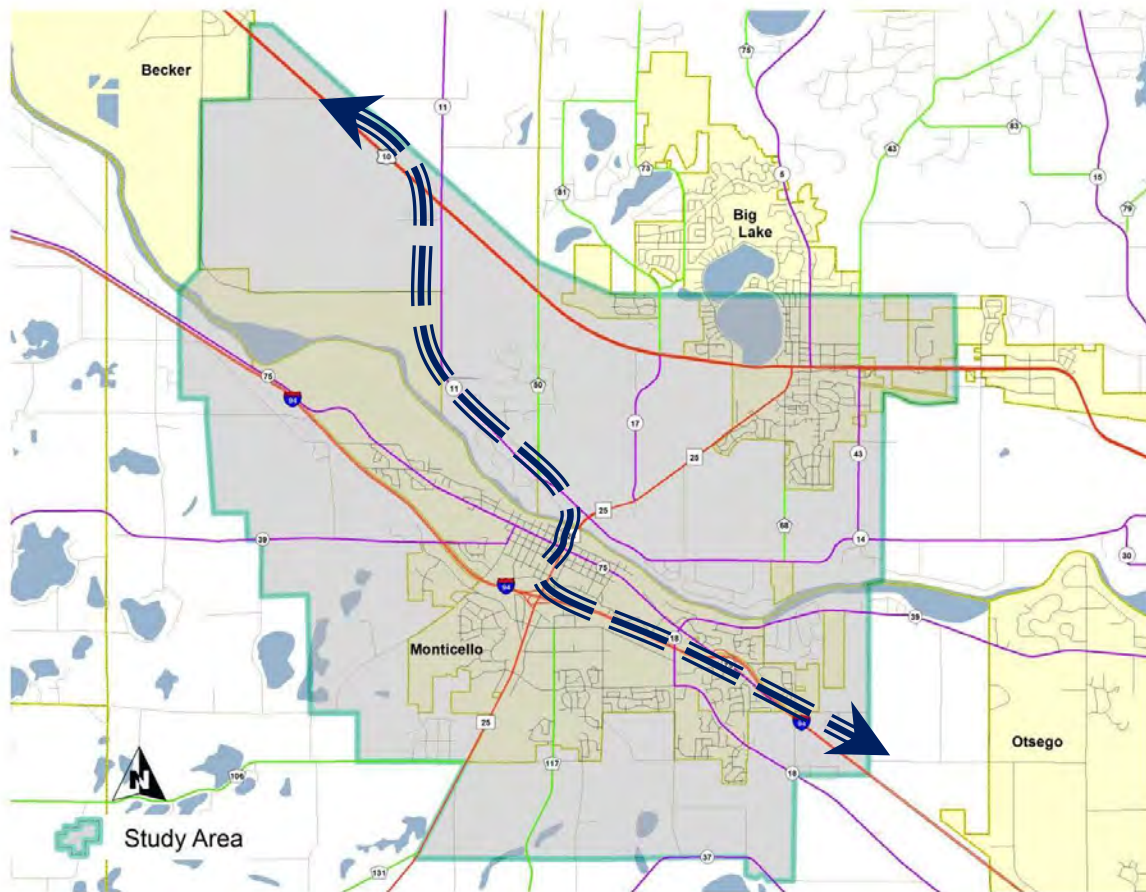
Since most the trips that use the TH 25 Bridge over the Mississippi River are regional trips, additional analysis was conducted to determine if any specific origin-destination pattern represented a significant amount of this traffic. Results of this analysis indicated that approximately 35 percent of all trips that use the TH 25 Bridge over the Mississippi River have are trips from east I-94 to west TH 10 and west TH 10 to east I-94 (See Figure 4). This equates to almost 13,000 trips per day. All other regional to regional movements were consistent and only represented less than five percent of the TH 25 Bridge traffic (less than 2,000 trips per day).

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Figure 4. Major Regional Traffic Movement



The findings of this origin-destination study will assist in identifying traffic needs of the area and will assist in development of concepts/improvements in the future.

Existing Traffic Operations

A capacity analysis was conducted to determine how traffic is currently operating at the study intersections. All intersections were analyzed using Synchro/SimTraffic and the Highway Capacity Manual (HCM). Capacity analysis results identify a Level of Service (LOS) which indicates how well an intersection is operating. Intersections are ranked from LOS A through LOS F. The LOS results are based on average delay per vehicle results from SimTraffic, which correspond to the delay threshold values shown in Table 3. LOS A indicates the best traffic operation and LOS F indicates an intersection where demand exceeds capacity. Overall intersection LOS A through D is generally considered acceptable by motorists.

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Table 3. Level of Service Criteria for Signalized and Unsignalized Intersections

LOS Designation	Signalized Intersection Average Delay/Vehicle (seconds)	Unsignalized Intersection Average Delay/Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

The results of the existing conditions analysis shown in Table 4 indicates that that the intersections of TH 10/CR 11 and TH 25 and Broadway Street operate at LOS E during the p.m. peak hour.

Table 4. Existing Conditions (2017) Intersection Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	Level of Service	Delay (sec)	Level of Service
TH 10 and CR 11	29	C	69	E
TH 10 and TH 25	17	B	21	C
TH 25 and CR 11	27	C	25	C
TH 25 and River Street	5	A	5	A
TH 25 and Broadway Street	25	C	56	E
TH 25 and 7th Street	16	B	23	C
TH 25 and WB I-94 Ramps	14	B	24	C
TH 25 and EB I-94 Ramp/Oakwood Drive	11	B	13	B

Existing Crash Analysis

An intersection traffic safety analysis was conducted for eight key intersections within the study area. The analysis used 2011 through 2015 data which is the most recent five-year data that was available for study use.

Based on this data, there were a total of 402 crashes reported over the analysis period within the immediate study area at the key intersections. Reported crashes occurring at study intersections over the analysis period are summarized by type in Table 5.

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The intersection crash rates were calculated and compared to the average crash rate for similar intersections as well as the critical rates (i.e., the statistical significance of the above average crash rates).

The results of the analysis indicated that that four of the key intersection experience crash rates that exceed average crash rates for similar type intersections. Of these, three of them exceed the critical crash rate which indicates crash rates are statistically significant.

Table 5. Intersection Crash Analysis (2011-2015)

Intersection					
	Total Crashes	Severe Crashes (K and A) ⁽¹⁾	Crash Rate ⁽²⁾	Average Crash Rate ⁽³⁾	Critical Crash Rate
TH 10 and CR 11	53	1	1.24	0.45	0.73
TH 10 and TH 25	42	0	0.87	0.70	1.02
TH 25 and CR 11	62	0	1.03	0.45	0.68
TH 25 and River Street	27	0	0.40	0.70	0.97
TH 25 and Broadway Street	38	0	0.48	0.70	0.94
TH 25 and 7th Street	89	1	1.40	0.70	0.98
TH 25 and WB I-94 Ramps	42	0	0.66	0.70	0.97
TH 25 and EB I-94 Ramp/Oakwood Drive	49	1	0.63	0.70	0.95
TOTAL	402	3			

Notes: (1) Severe crashes include Fatal (K) and Incapacitating Injury (A) crashes.

(2) Crash rate is expressed in Per Million Entering Vehicles. Cells highlighted in red, exceed the Critical Crash Rate. Values highlighted in yellow, exceed the Average Crash Rate but are lower than the Critical Crash Rate.

(3) Average Crash Rates were obtained from MnDOT's 2015 Intersection Green Sheets

It is important to note that recent turn lane and traffic signal improvements were made at the TH 25 and 7th Street intersection to address operational and safety concerns. These improvements were completed during summer 2017.

Year 2040 Conditions

To understand how the roadway system will operate in the future, a year 2040 traffic analysis was conducted. This analysis considered future development plans for the communities and programmed roadway projects within the area.

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Year 2040 Traffic Forecasts

Traffic forecasts were developed using the Metropolitan Council's new Activity Based Travel Demand Model. This new model now includes Sherburne and Wright County. Prior to developing forecasts for use in the analysis, each community was engaged to better understand how each community was projected to develop over the next twenty years. The land use assumptions that were incorporated into the model are shown in Table 6. These values are very consistent with the base data that was assumed in the Metropolitan Council's model.

These forecasts also account for the newly constructed Fallon Avenue overpass of I-94. Construction of this project was not completed at the time traffic data was collected for this study. The traffic forecasts do not account for the potential industrial/freight development being considered in Sherburne County since this potential development had not been approved at the time of this study. See Figure 5 for year 2040 future daily and peak hour traffic volumes that were utilized into the operations analysis modeling.

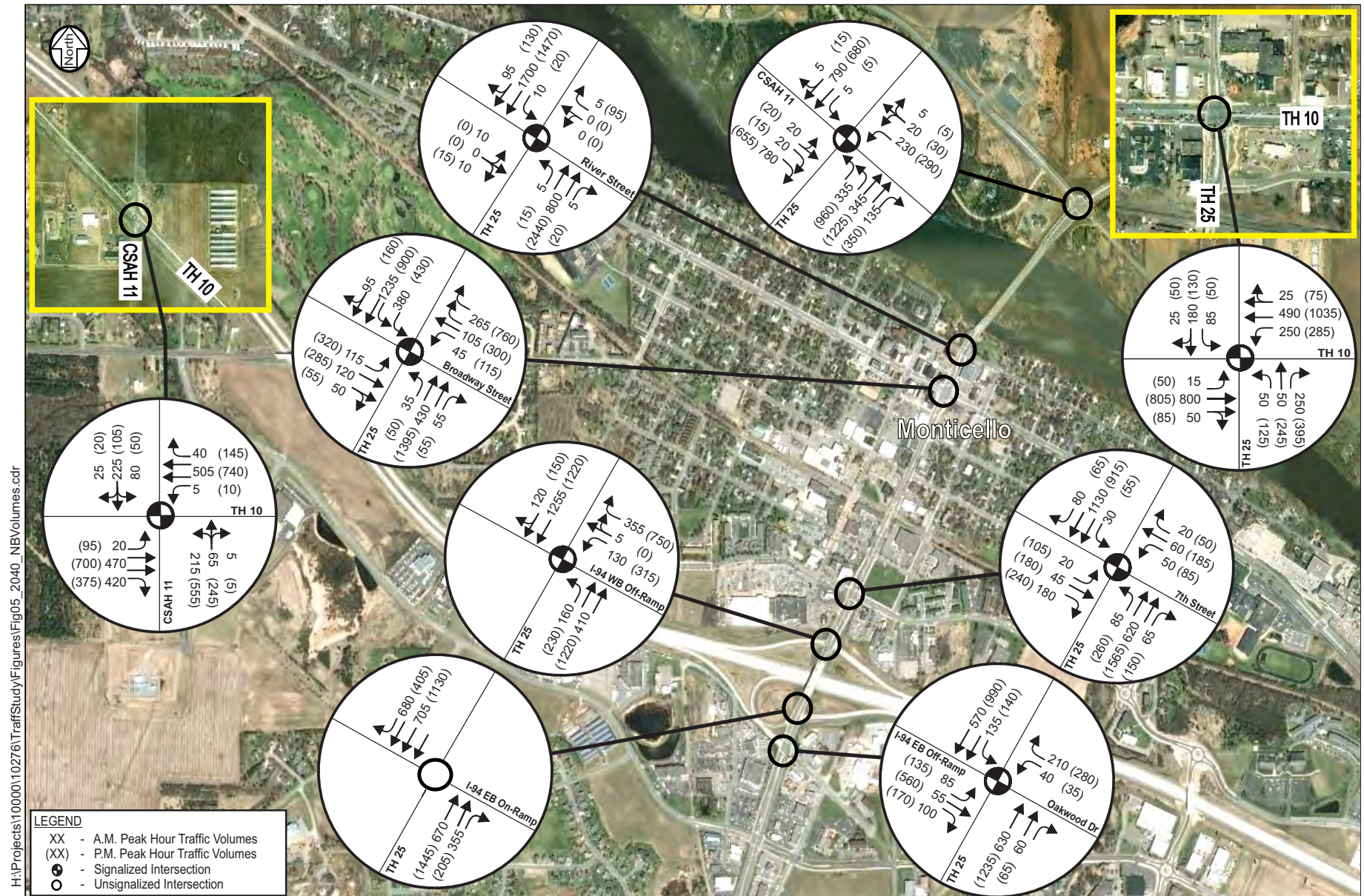
Table 6. Land Use Projections by Community

Community	Population			Employment		
	2016	2040	Percent Increase	2016	2040	Percent Increase
Becker City	4,780	6,530	37%	2,210	2,870	30%
Becker Township	5,380	8,260	54%	650	1,480	128%
Big Lake City	10,920	15,730	44%	2,480	4,220	70%
Big Lake Township	7,750	10,910	41%	740	1,330	80%
Monticello City	13,410	21,890	63%	7,870	9,980	27%
Monticello Township	3,280	4,500	37%	360	3,060	7500% ⁽¹⁾
Total	45,520	67,820	49%	14,310	22,940	60%

Note: (1) Assumes current City/Township boundaries.

Year 2040 No Build Traffic Operations

An intersection traffic capacity analysis was conducted for the eight key intersections within the study area under year 2040 no build conditions. Weekday a.m. and p.m. peak hours were analyzed using the Synchro/SimTraffic software. The results of the analysis shown in Table 7 indicates that four intersections will operate at LOS F during the p.m. peak hour. The intersection of TH 10 and CR 11 will experience traffic queues what will exceed 1,400 feet on the westbound approach and 2,600 feet on the northbound approach. The poor operations at the three remaining intersections are generate from the TH 25 and Broadway Street intersection. Traffic queues from this location spill back into adjacent intersections causing the poor operations.



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Year 2040 Weekday Peak Hour Traffic Volumes

TH 25 Area Study
 TH 25 Study Partners

10276
 October 2019

Figure 5

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Table 7. Year 2040 No Build Intersection Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	Level of Service	Delay (sec)	Level of Service
TH 10 and CR 11	34	C	150	F
TH 10 and TH 25	19	B	26	C
TH 25 and CR 11	32	C	150	F
TH 25 and River Street	7	A	83	F
TH 25 and Broadway Street	29	C	143	F
TH 25 and 7th Street	20	C	28	C
TH 25 and WB I-94 Ramps	18	B	26	C
TH 25 and EB I-94 Ramp/Oakwood Drive	12	B	14	B

Potential low-cost high benefit solutions to address the operational issues at the key intersections were initially considered. This evaluation considered implementation of an improved traffic signal timing plan that addresses future traffic patterns of the area and turn lanes that could be implemented within the existing right-of-way. Based on the results of this analysis shown in Table 8, poor operations are still expected to develop at the intersections of TH 10 and CR 11 and at TH 25 and Broadway Street. To mitigate the operational issues at TH 25 and Broadway Street, TH 25 would need to be expanded through Monticello which would require numerous and significant impacts to the community.

Table 8. Year 2040 Analysis with Base Improvements Intersection Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (sec)	Level of Service	Delay (sec)	Level of Service
TH 10 and CR 11	34	C	136	F
TH 10 and TH 25	19	B	22	C
TH 25 and CR 11	27	C	29	C
TH 25 and River Street	7	A	34	C
TH 25 and Broadway Street	32	C	133	F
TH 25 and 7th Street	25	C	32	C
TH 25 and WB I-94 Ramps	17	B	43	D
TH 25 and EB I-94 Ramp/Oakwood Drive	12	B	15	B

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Local and Regional Context

In 1996, MnDOT identified the need for additional river crossing capacity – *Mississippi Crossing Study*. The study identified congestion and safety issues on TH 10 and on I-94 and on corridors that connect them including TH 25 in Big Lake and Monticello.

As shown in Figure 6, the closest alternative river crossings to the existing TH 25 bridge is the TH 24 crossing (approximately 15 miles northwest) in the City of Clearwater and TH 101/169 crossing (approximately 12 miles east) in the City of Elk River. These crossings are also near capacity with ADT's of 15,600 in Clearwater (TH 24 a two facility) and 52,000 in Elk River (TH 101 a four-lane divided expressway/freeway). The current ADT crossing the river on this four-lane bridge is 36,500 (2016 MnDOT volume) and the projected 2040 volume is 43,000 based on the regional forecast model that incorporated local agency land use through 2040. Based on the operations analysis, significant improvements are needed to accommodate future traffic volumes.

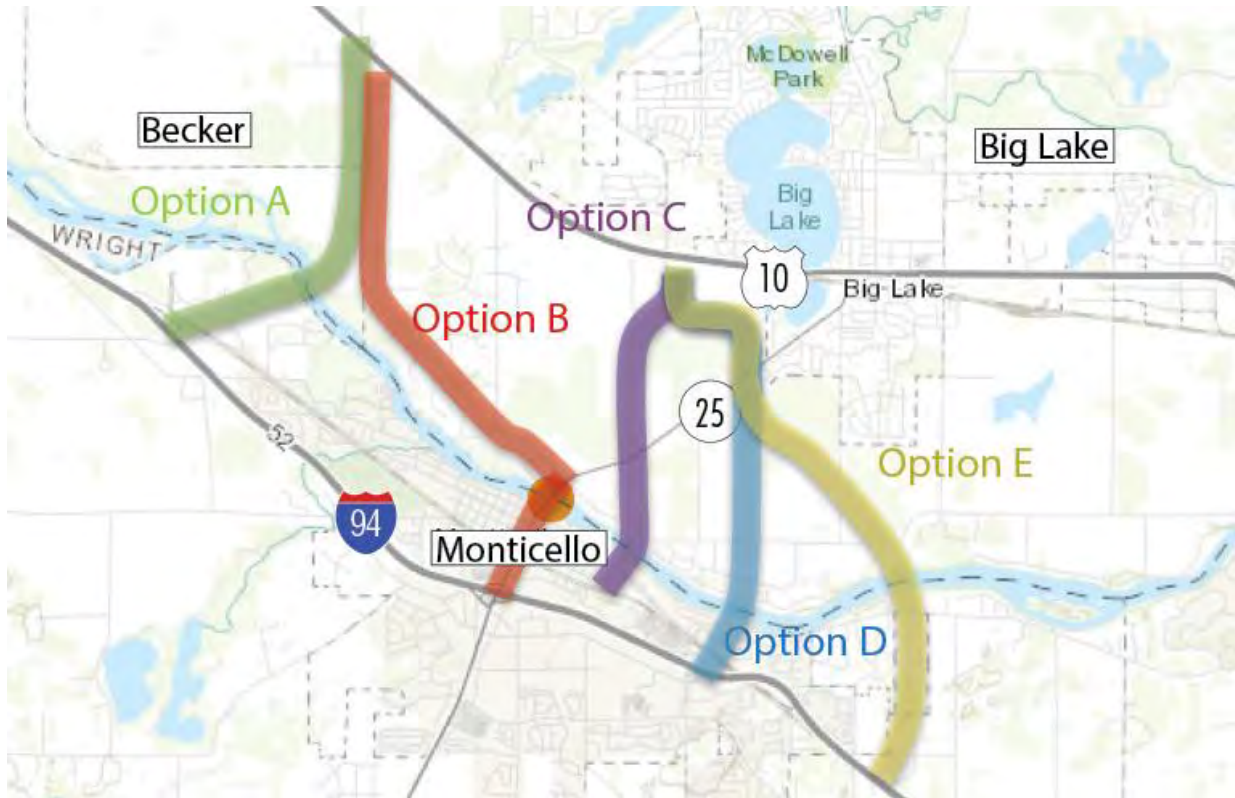
Figure 6. Regional River Crossing Traffic Volumes



Concept Development and Evaluation

Based on the findings of the operational and safety analysis, six Mississippi River Crossing concepts were developed to address the needs of the area. Two of these concepts are on the same alignment (Option B). These concepts were developed using traffic data, information from previous studies and input from the technical team. The six concepts are shown below in Figure 7.

Figure 7. River Crossing Concepts



Four of the five options are new alignments while option B is on the existing alignment. As mentioned, Option B also has two sub options; widen the existing corridor or implement a one-way pair from I-94 to CSAH 11. The one-way pair will require a new Mississippi River Bridge adjacent to the existing bridge.

Public Open House

A public open house was held on Tuesday, February 13, 2018 from 5:00 to 7:00 p.m. at the Monticello Community Center. The open house was advertised through the local newspapers and social media channels. The purpose of the open house was to present technical data along with the five River Crossing alignment options with preliminary traffic data. Comment cards were available at the open house and an electronic comment card was available on the Coalition website. Each comment card provided a section for general comments and a section to rank each of the five River Crossing alignment options. A summary of the comments received include:

- A total of 120 comments were received
 - 66 had a Big Lake address
 - 31 had a Monticello address
 - 8 had a Becker address
 - 15 had an address outside the area or were unknown

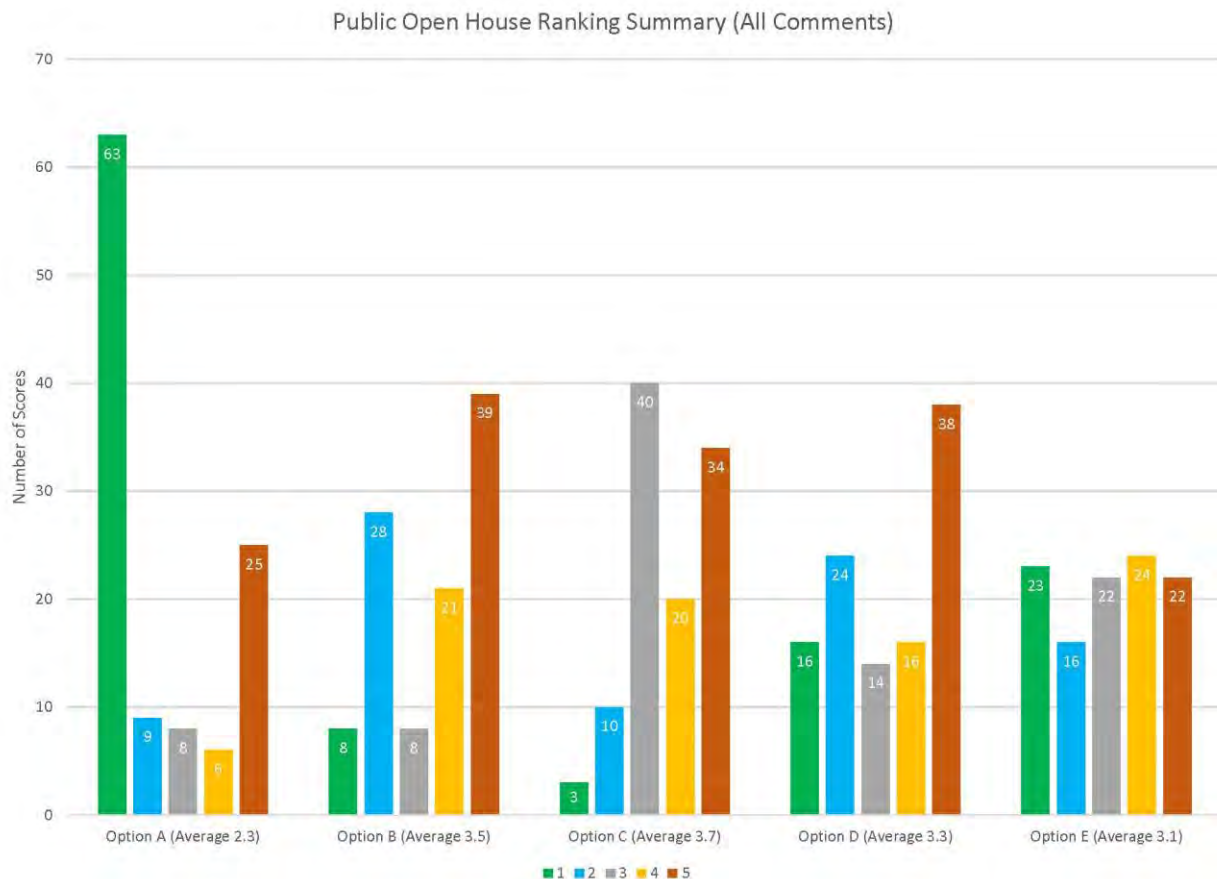
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- Option A received the most 1st place votes (63)
- Option B and C received the least 1st place votes (11 combined)
- Option D and E received balanced scores
 - However, Option D received many 5th place votes due to concerns over the impact to homes (documented in the written comments)
- Sixteen comments identified a crossing east or west of the study area as preferred
 - These responses typically voted for Option A or E as their favorite

The comments and rankings received, were made based on the planning level information that was provided at the public open house. In the future, as more details are known and land use planning for the region occurs, these concepts may change and new concepts may be developed. At that time, the public will have future opportunities to comment on any revised/new concepts.

Figure 8. River Crossing Concepts – Open House Rankings



General Considerations for All Concepts

- The Mississippi River is designated as a Wild and Scenic River for a 53-mile stretch from the 10th Street Dam in St. Cloud to the western border of the City of Anoka. In this stretch of river there are historic values, scenic values, recreational values, and natural and scientific values. These will need to be addressed for any potential crossing.
- There are numerous parks and recreational lands as well as biodiversity sites. Many of these carry 4f and/or 6f designations.
- The TH 25 corridor through Big Lake and Monticello is mostly developed; changes to the corridor would need to be evaluated with respect impacts to businesses and residents in the area.
- The Mississippi River corridor is fairly populated in the Big Lake/Monticello area; any additional crossings will require right of way acquisition and relocation of current residences and/or businesses. In addition, noise analysis, visual analysis and many other impacts will need to be studied and addressed in subsequent work.
- There are a number parcels that could have contamination including, landfills, fueling stations, rail spur line; impact or acquisition of any part of these could pose potential liability issues. These will need to be further developed in subsequent work.
- The area is home to the Monticello nuclear plant and is near the Becker Sherco Coal Plant. These plants have significant utility transmission towers crossing the area and restrictions that may pose barriers. A meeting was held with Excel Energy discussing potential new River Crossings in the area. A summary of this meeting was provided to the study group which documents potential sensitive areas when considering an option in this area.
- Sherburne County in this area is very sandy and many agricultural areas are irrigated. Right of way impacts to irrigated fields will need to be assessed in subsequent work.
- There is discussion about addition freight facilities in the Big Lake area. These facilities could generate additional rail and truck traffic.

Evaluation of Concepts

Each of the five alignment options (six concepts) that were presented at the Public Open House, were evaluated using criteria that were developed with input from the technical study group. These criteria are consistent with those typically used for Federal Environmental Projects. Each option was evaluated based on:

- | | |
|---------------------------------|-------------------------|
| • Transportation Considerations | • Environmental Impacts |
| • Social Impacts | • Economic Impacts |

The results of the evaluation are shown in Table 9. In addition, Figures 9 through 13 show more detailed concepts with sensitive social and environmental areas.

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Summary of Findings

The initial purpose of the *TH 25 Area Study* was to identify near and long-term improvements that address current and future transportation issues on TH 25 between I-94 and TH 10, and accommodate future community growth in Becker, Becker Township, Big Lake, Big Lake Township, and Monticello. See Figure 1 for a map of the Study Area.

Through the study process, it was determined that a more thorough evaluation of the land use and future development plans of the partners is needed before infrastructure recommendations can be made. Therefore, the scope of this study was modified to not include recommendations.

However, this study produced information will assist communities in future planning efforts to implement improvements that improve safety, reduce congestion, and improve freight mobility while encouraging economic development.

Key findings of the study include:

- Regional to regional trips make up the largest percentage of traffic that utilizes the TH 25 Bridge over the Mississippi River for both passenger and commercial trips. Over 50 percent of all trips have an origin and destination outside the study area.
- Approximately 35 percent of all trips that use the TH 25 Bridge over the Mississippi River have are trips from east I-94 to west TH 10 and west TH 10 to east I-94. This equates to almost 13,000 trips per day. All other regional to regional movements were consistent and only represented less than five percent of the TH 25 Bridge traffic (less than 2,000 trips per day).
- There was a total of 402 crashes reported over the five-year analysis period within the immediate study area at the key intersections. Four of the key intersection experience crash rates that exceed average crash rates for similar type intersections. Of these, three of them exceed the critical crash rate which indicates crash rates are statistically significant.
- The intersections of TH 10 and CSAH 11 and TH 25 and Broadway Street currently operate at LOS E. These intersections experience significant delays and long queues during the peak periods. Queues at the TH 10 and CSAH 11 can exceed a quarter-mile during a train event.
- Potential low-cost high benefit solutions to address the operational issues at the key intersections were initially considered. This evaluation considered implementation of an improved traffic signal timing plan that addresses future traffic patterns of the area and turn lanes that could be implemented within the existing right-of-way. Poor operations are still expected to develop at the intersections of TH 10 and CR 11 and at TH 25 and Broadway Street. To mitigate the operational issues at TH 25 and Broadway Street, TH 25 would need to be expanded through Monticello which would require numerous and significant impacts to the community.

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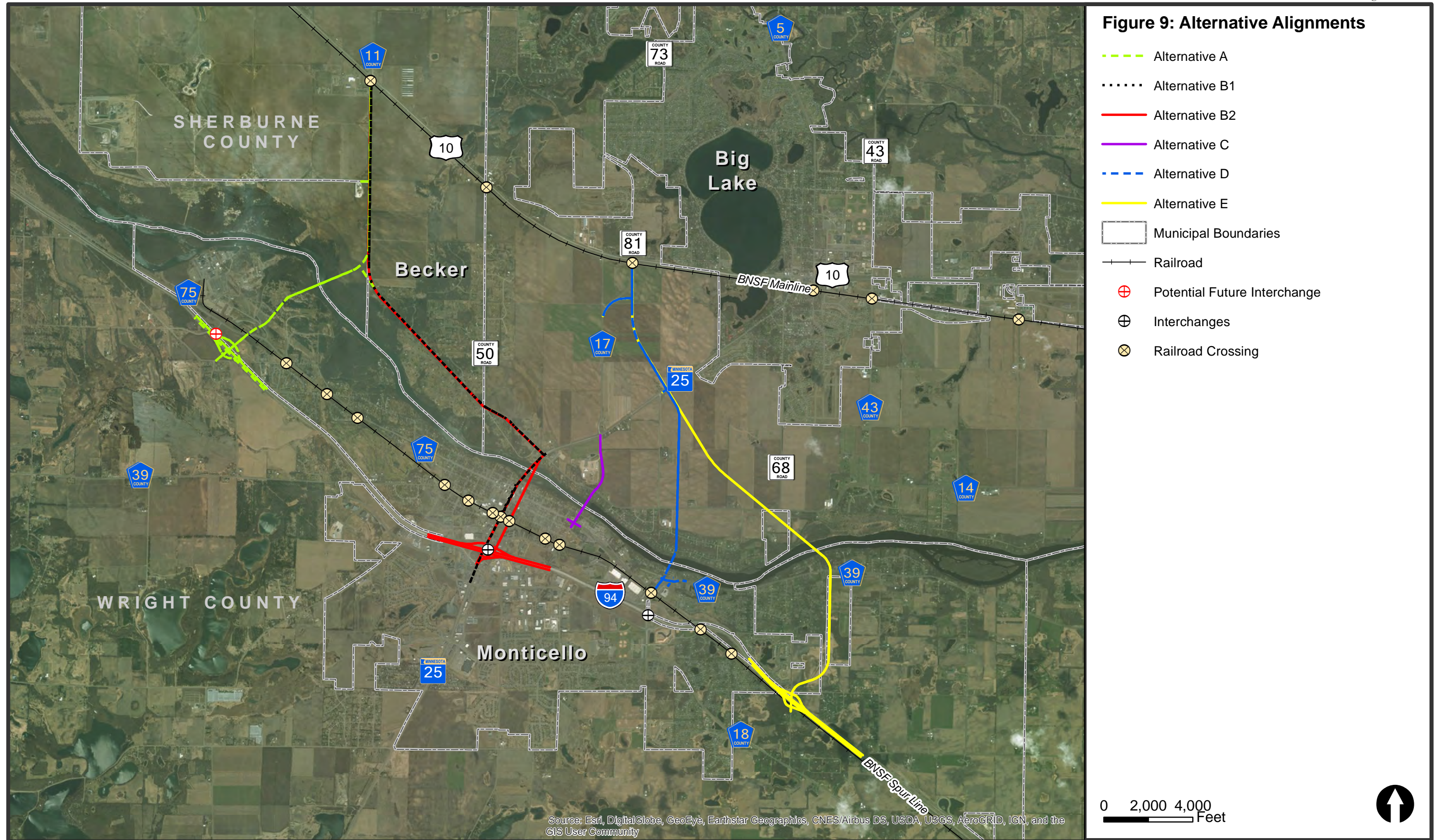
- The closest alternative river crossings to the existing TH 25 bridge is the TH 24 crossing (approximately 15 miles northwest) in the City of Clearwater and TH 101/169 crossing (approximately 12 miles east) in the City of Elk River. These crossings are also near capacity with ADTs of 15,600 in Clearwater (TH 24 a two facility) and 52,000 in Elk River (TH 101 a four-lane divided expressway/freeway). The current ADT crossing the river on this four-lane bridge is 36,500 (2016 MnDOT volume) and the projected 2040 volume is 43,000 based on the regional forecast model that incorporated local agency land use through 2040.
- Based on the operations analysis, significant improvements are needed to accommodate future traffic volumes. Six Mississippi River Crossing concepts were developed to address the needs of the area. Two of these concepts are on the same alignment (Option B). These concepts were developed using traffic data, information from previous studies and input from the technical team.
- A public open house was held on Tuesday, February 13, 2018 from 5:00 to 7:00 p.m. at the Monticello Community Center. A summary of the comments received include:
 - A total of 120 comments were received
 - Option A received the most 1st place votes (63)
 - Option B and C received the least 1st place votes (11 combined)
 - Option D and E received balanced scores
 - However, Option D received many 5th place votes due to concerns over the impact to homes (documented in the written comments)
 - Sixteen comments identified a crossing east or west of the study area as preferred
 - These responses typically voted for Option A or E as their favorite

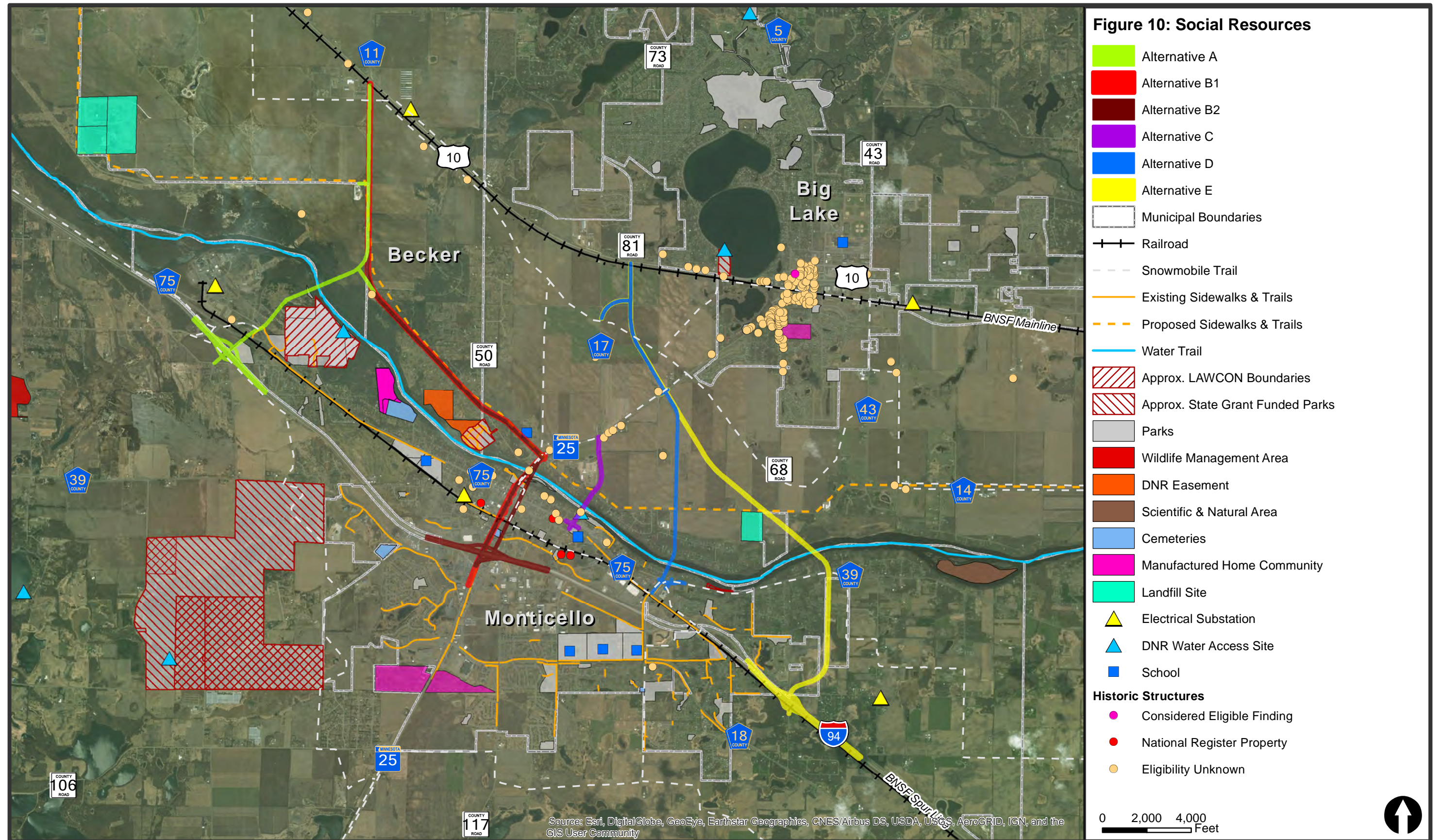
The comments and rankings received, were made based on the planning level information that was provided at the public open house. In the future, as more details are known and future studies are conducted and land use planning for the region occurs, these concepts may change and new concepts may be developed. At that time, the public will have future opportunities to comment on any revised/new concepts.

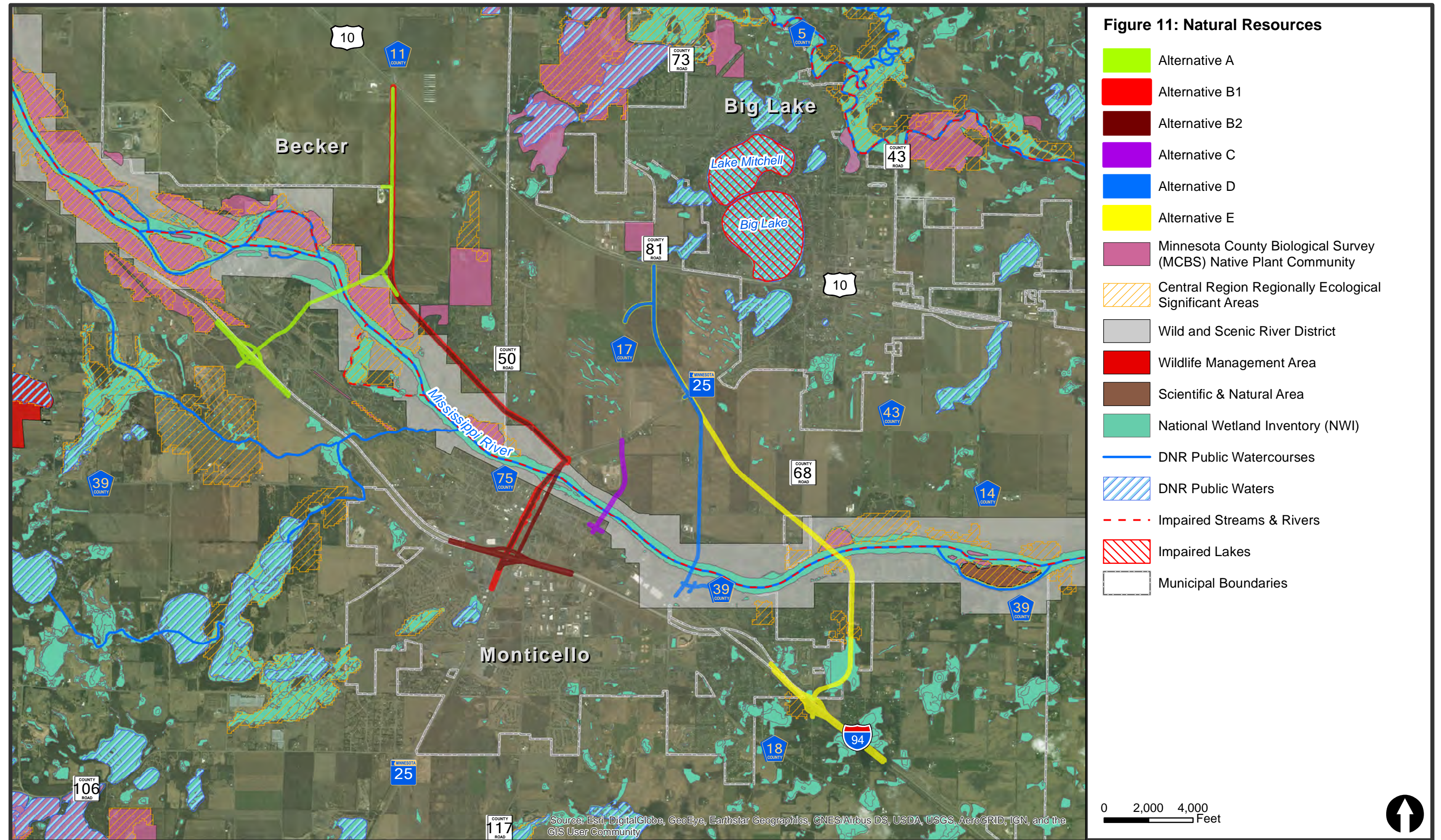
- Each of the six concepts that were presented at the Public Open House, were evaluated using criteria that were developed with input from the technical study group. These criteria are consistent with those typically used for Federal Environmental Projects. Each option was evaluated based on transportation considerations, social impacts, environmental impacts and economic impacts.

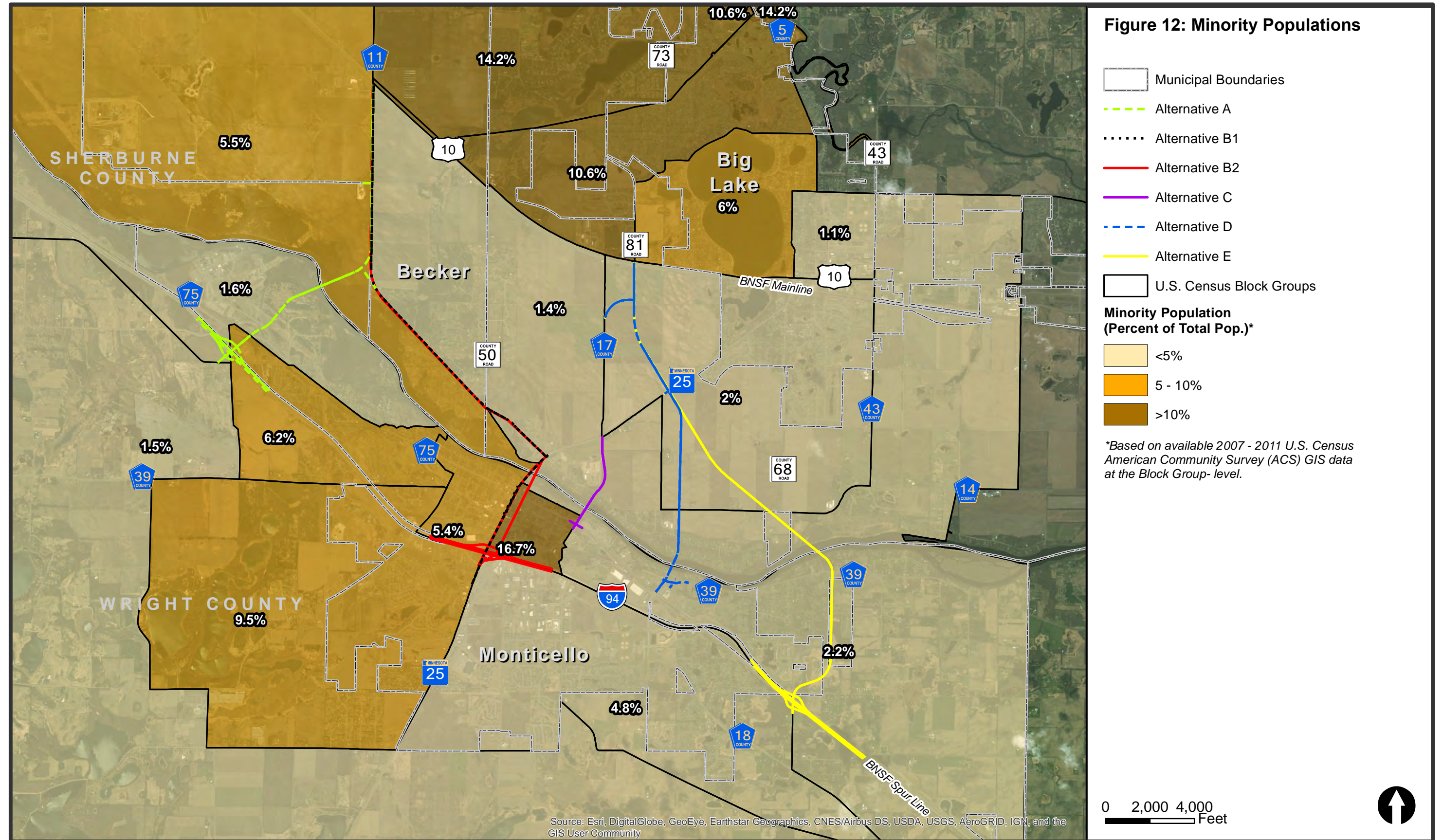
Table 9
TH 25 Area Study
Draft Preliminary Evaluation Matrix (4/26/2018)

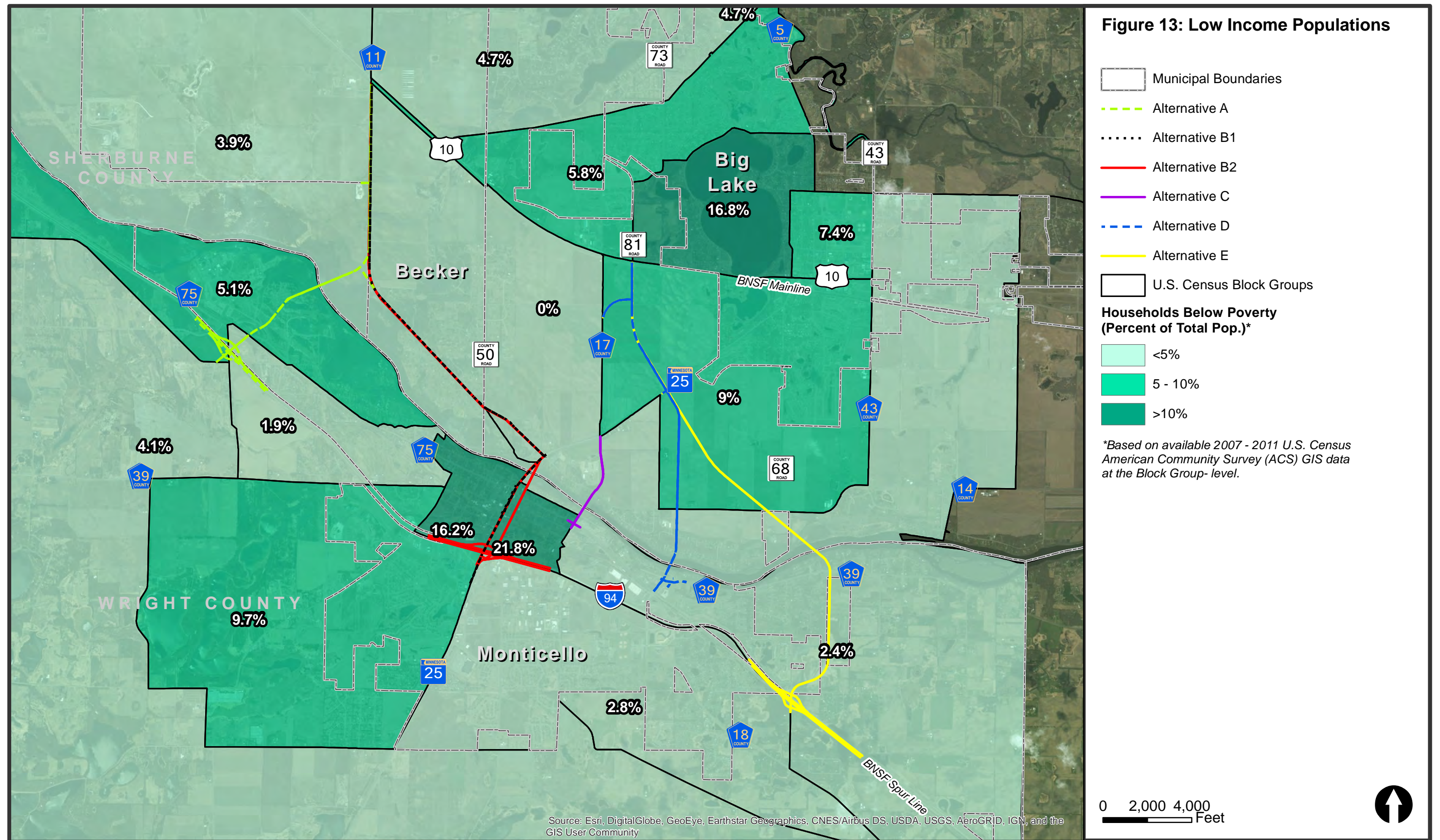
Study Goal	Federal Purpose & Need Element	Measurable Criteria	Option A	Option B1 (widen existing TH 25)	Option B2 (one-way pair)	Option C	Option D	Option E	Notes
Transportation									
Ensure safe and efficient mobility for the traveling public across the Mississippi River in the Monticello/ Becker/Big Lake area between Sherburne and Wright Counties	Capacity/ Demand	Daily Traffic Volume on Existing TH 25 River Bridge	29,000	47,000 (on one widened bridge)	47,000 (on two bridges)	36,000	29,000	33,000	Existing Daily Volume is 36,500. Will go up to 43,000 by 2040 with no new river crossing capacity.
		Intersection Volume at TH 25/CSAH 11	Low	High	High	Medium	Low	Medium	
		Intersection Volume at TH 10/CSAH 11	High	High	High	High	High	High	All options will increase the amount of traffic at TH 10 and CSAH 11 equally. A new river crossing could generate the need for a grade separated junction.
	System linkages	Number of New Interchanges Needed	1	0	0.5	0	0	1	New interchanges could be considered a pro or con depending on the stakeholder. Option B1 will require a modification of the TH 25 interchange. Option D could potentially require additional turn lane capacity.
		Miles of New Road	1.7	0.0	1.3	0.9	3	4.7	
		Miles of Expanded/Reconstructed Road	1.4	5.1	5.4	0.0	0.6	0.3	
	Modal interrelationships/Safety	Provides network to best accommodate existing and future freight demand (Good/Fair/Poor)	Good	Poor	Poor	Poor	Fair	Good	
		Provides networks to safely accommodate bicycle and pedestrian modes (Good/Fair/Poor)	Good	Poor	Fair	Poor	Good	Fair	
OVERALL TRANSPORTATION SCORE			Good	Poor	Poor	Poor	Good	Fair/Poor	
Social									
Ensure consistency with local land use and planned growth	Land use	Consistent - yes or no	Yes	No	?	?	?	?	Local comprehensive and land use plans are currently in development. Findings of this study should be identified for next phases.
		Provides additional access to underdeveloped areas - (Good/Fair/Poor)	Good	Poor	Poor	Fair	Good	Good	Options that provide new access to I-94 and construct new miles of road, will provide better access to underdeveloped areas.
Avoid disproportionate and adverse impacts to low income and minority populations	Federal Environmental Justice requirements (Executive Order 12898)	Percent Minority Population (<5% - Low, <10% - Medium, >10% - High)	Medium	High	High	High	Low	Low	A detailed environmental justice analysis was not completed. Initial evaluation based on available Census GIS data.
		Percent Low Income Population (<5% - Low, <10% - Medium, >10% - High)	Medium	High	High	High	Medium	Medium	A detailed environmental justice analysis was not completed. Initial evaluation based on available Census GIS data.
Avoid impacts to community and public facilities	Community impacts	Number of impacted community and public facilities/extent of impacts	Yes Close proximity to: - Montissippi Park - Local trails	Yes Close proximity to: - East Bridge Park - West Bridge Park - Hillside Cemetery - Bridgeview Assembly Church/ preschool	Yes Close proximity to: - East Bridge Park - Hillside Cemetery - Bridgeview Assembly Church/ preschool	Yes Close proximity to: - Moose Sherritt Ice Arena - Monticello Middle School - Ellison Park, DNR water access site - Monticello Clinic	Yes Modification to Mississippi Drive access which is the only access to Swan Park	None	Based on available GIS data, aerial photography, City and County maps.
OVERALL SOCIAL SCORE			Good	Poor	Poor	Poor	Good	Good	
Environmental									
Avoid, minimize and/or mitigate environmental impacts on location defining features	Section 106 - Archaeological and historic sites	Avoids known sites - yes or no	Yes	Yes	Yes	Yes	Yes	Yes	Data is limited. List of NRHP sites was reviewed. Additional data and analysis needed.
	Section 4(f) and/or 6(f) properties	Avoids known sites - yes or no	Maybe - Close proximity to local trails - Close proximity to LAWCON property (Montissippi Park)	No - Adjacent to local parks - State snowmobile trail within the corridor	No - Adjacent to local parks and DNR water access site - State snowmobile trail within the corridor	No - State snowmobile trails near the corridor	Yes	Yes	Based on available GIS data and DNR boundary maps. LAWCON boundaries and ownership will need to be confirmed.
	Landfills and other contaminated sites	Avoids known sites - yes or no	Yes - MPCA contaminated sites documented near the corridor	Yes - MPCA contaminated sites within the corridor	Yes - MPCA contaminated sites within the corridor	Yes - MPCA contaminated sites within the corridor	Yes - MPCA contaminated sites near the corridor	Yes - MPCA contaminated sites near the corridor - Closed landfill adjacent to the corridor	Based on available GIS data and aerial photography. Did not complete detailed review of MPCA potentially contaminated sites.
	Wetland resources	Avoids known wetland resources	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River - Large wetland complex north of I-94	Based on National Wetland Inventory (NWI) data.
	DNR public waters	Avoids known public waters and watercourses	No - Mississippi River	No - Mississippi River	No - Mississippi River	No - Mississippi River	No - Mississippi River	No - Mississippi River	Based on available DNR GIS data.
	Biodiversity sites	Avoids biodiversity sites	No	Maybe	Maybe	Yes	Yes	No	Based on available NHIS GIS data. No formal review has been completed.
	Section 7 Endangered and threatened species and other rare features	Avoids known sites within a half-mile radius	No	Yes	Yes	No	No	No	Based on available NHIS GIS data. No formal review has been completed.
OVERALL ENVIRONMENTAL SCORE			Poor	Fair	Fair	Fair/Poor	Good/Fair	Poor	
Economic									
Minimize residential property acquisition	Residential impacts	Residential impacts (full takes/partial takes)	None	None	1 to 3 Homes	4 to 6 Homes	12 - 20 Homes	4 - 6 Homes	Depending on design, and visual impacts, more properties could be taken for options C, D and E.
Minimize property acquisition of businesses	Local business demands	Business impacts (full takes/partial takes)	Partial Excel Energy, Partial take on 2 farm lands, Full take on Baseball field, Partial take on Campground (owned by Excel Energy)	7 Businesses: Wells Fargo, US Bank, Sweet Dreams, Belde Chiropractic, Monticello Chamber of Commerce, Going in Style, Antique Store	4 Businesses: Taco Bell, Americinn Motel, VFW, possibly the McDonald's	None	Impacts to Agricultural Business	Impacts to Agricultural Business	
Minimize impacts to utility facilities	Local utility demands	Impacts to utility facilities	Potential Impacts to Transmission Lines	None	None	None	None	None	
Maximize the ability of the project to be divided into separate, fundable projects	Project funding	Number of potential projects	Three: Interchange and connecting roads Widen CSAH 11 River Bridge	Three: Widen TH 25 River Bridge Expansion of TH 25 Widen CSAH 11	Three: New River Bridge Construction of one-way pair Widen CSAH 11	Two: Extend CSAH 17 to CSAH 14 New River Bridge	Three: New River Bridge New road from TH 10 to TH 25 New road from TH 25 to River Bridge	Four: New interchange and road to CSAH 39 New River Bridge New road from TH 10 to TH 25 New road from TH 25 to River Bridge	All options will require capacity and traffic control improvements at key intersections within the study area. These improvements are assumed as part of the roadway segment projects.
Estimated construction costs	Project costs	Approximate construction cost	\$90 - \$110 Million	\$50 - 60 Million	\$65 - 80 Million	\$40 - \$50 Million	\$65 - \$80 Million	\$100 - \$120 Million	These values are construction costs only. Does not include ROW or potential impacts to utilities, environmental mitigation, etc.
OVERALL ECONOMIC SCORE			Fair	Fair	Fair/Poor	Good	Fair/Poor	Fair/Poor	













August 4, 2021

Public Advisor
Minnesota Public Utilities Commission
121 7th Place East, Suite 350
St. Paul, MN 55101
Publicadvisor.puc@state.mn.us

RE: City of Becker Business Park expansion area and Becker Township Transportation (eDocket ID Nos. 20-891, 21-189, 21-190, 21-191)

Dear Public Advisor,

I am writing to you on behalf of R.D. Offutt (RDO) Farms to provide comment about information posted to dockets for Xcel Energy's proposed Sherco Solar Project that directly impacts our private property.

RDO is family-owned and operated, and we've been responsibly farming potatoes for more than 50 years in Minnesota. Together with our partners, we operate 10 farms across 15 counties. Part of our Becker farm is in Sherburne County in the proposed Xcel Sherco Solar Project area. Through negotiations with Xcel, RDO has signed a voluntary lease agreement to participate in the project.

We work closely with the City of Becker and Becker Township and value our relationship with each jurisdiction. We offer the following comments regarding correspondence from the City and Township:

- The City of Becker noted its Comprehensive Plan includes a proposed Business Park expansion, potentially impacting our property. While RDO has signed an easement for the proposed Sherco Solar Project, we have not discussed other economic development opportunities with the City.
- Becker Township has documented interest to develop a major collector road through the East Block of the proposed Sherco Solar Project, where RDO maintains sole land ownership. RDO has not discussed such a project with Becker Township or MNDOT officials, nor is the company interested in pursuing public road development through our farm.

Thank you for the opportunity to provide comments regarding Xcel Energy's Sherco Solar Project. We look forward to participating in this project and to the benefits it will bring to Sherburne County and Minnesota residents.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith McGovern".

Keith McGovern
R.D. Offutt Farms President

CERTIFICATE OF SERVICE

I, Lynnette Sweet, hereby certify that I have this day served copies or summaries of the foregoing document on the attached list of persons.

xx by depositing a true and correct copy thereof, properly enveloped
with postage paid in the United States Mail at Minneapolis, Minnesota

xx electronic filing

Docket Nos.	E002/M-20-891
	E002/TL-21-189
	E002/TL-21-190
	E002/GS-21-191

Dated this 7th day of September 2021

/s/

Lynnette Sweet
Regulatory Administrator

[illegible]

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Generic Notice	Commerce Attorneys	commerce.attorneys@ag.state.mn.us	Office of the Attorney General-DOC	445 Minnesota Street Suite 1400 St. Paul, MN 55101	Electronic Service	Yes	OFF_SL_20-891_Official
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Susan	Romans	sromans@allete.com	Minnesota Power	30 West Superior Street Legal Dept Duulth, MN 55802	Electronic Service	No	OFF_SL_20-891_Official
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Elizabeth	Schmiesing	eschmiesing@winthrop.com	Winthrop & Weinstine, P.A.	225 South Sixth Street Suite 3500 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_20-891_Official
Kevin	Schwain	Kevin.D.Schwain@xcelenergy.com	Xcel Energy	404 Nicollet Mall Minneapolis, MN 55401	Electronic Service	No	OFF_SL_20-891_Official
Will	Seuffert	Will.Seuffert@state.mn.us	Public Utilities Commission	121 7th PI E Ste 350 Saint Paul, MN 55101	Electronic Service	Yes	OFF_SL_20-891_Official
Colleen	Sipiorski	Colleen.Sipiorski@wecenergygroup.com	Minnesota Energy Resources Corporation	700 North Adams St Green Bay, WI 54307	Electronic Service	No	OFF_SL_20-891_Official
Ken	Smith	ken.smith@districtenergy.com	District Energy St. Paul Inc.	76 W Kellogg Blvd St. Paul, MN 55102	Electronic Service	No	OFF_SL_20-891_Official
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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
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Byron E.	Starns	byron.starns@stinson.com	STINSON LLP	50 S 6th St Ste 2600 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_20-891_Official
Richard	Stasik	richard.stasik@wecenergygroup.com	Minnesota Energy Resources Corporation (HOLDING)	231 West Michigan St - P321 Milwaukee, WI 53203	Electronic Service	No	OFF_SL_20-891_Official
Kristin	Stastny	kstastny@taftlaw.com	Taft Stettinius & Hollister LLP	2200 IDS Center 80 South 8th St Minneapolis, MN 55402	Electronic Service	No	OFF_SL_20-891_Official
Cary	Stephenson	cStephenson@otpc.com	Otter Tail Power Company	215 South Cascade Street Fergus Falls, MN 56537	Electronic Service	No	OFF_SL_20-891_Official
James M	Strommen	jstrommen@kennedy-graven.com	Kennedy & Graven, Chartered	150 S 5th St Ste 700 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_20-891_Official
Eric	Swanson	eswanson@winthrop.com	Winthrop & Weinstine	225 S 6th St Ste 3500 Capella Tower Minneapolis, MN 554024629	Electronic Service	No	OFF_SL_20-891_Official
Lynnette	Sweet	Regulatory.records@xcelenergy.com	Xcel Energy	414 Nicollet Mall FL 7 Minneapolis, MN 554011993	Electronic Service	Yes	OFF_SL_20-891_Official
Stuart	Tommerdahl	stommerdahl@otpc.com	Otter Tail Power Company	215 S Cascade St PO Box 496 Fergus Falls, MN 56537	Electronic Service	No	OFF_SL_20-891_Official

First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
Thomas	Tynes	jjazynka@energyfreedomcoalition.com	Energy Freedom Coalition of America	101 Constitution Ave NW Ste 525 East Washington, DC 20001	Electronic Service	No	OFF_SL_20-891_Official
Analeisha	Vang	avang@mnpower.com	Minnesota Power	30 W Superior St Duluth, MN 558022093	Electronic Service	No	OFF_SL_20-891_Official
Lisa	Veith	lisa.veith@ci.stpaul.mn.us	City of St. Paul	400 City Hall and Courthouse 15 West Kellogg Blvd. St. Paul, MN 55102	Electronic Service	No	OFF_SL_20-891_Official
Samantha	Williams	swilliams@nrdc.org	Natural Resources Defense Council	20 N. Wacker Drive Ste 1600 Chicago, IL 60606	Electronic Service	No	OFF_SL_20-891_Official
Joseph	Windler	jwindler@winthrop.com	Winthrop & Weinstine	225 South Sixth Street, Suite 3500 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_20-891_Official
Patrick	Zomer	Pat.Zomer@lawmoss.com	Moss & Barnett a Professional Association	150 S. 5th Street, #1200 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_20-891_Official

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First Name	Last Name	Email	Company Name	Address	Delivery Method	View Trade Secret	Service List Name
Generic Notice	Residential Utilities Division	residential.utilities@ag.state.mn.us	Office of the Attorney General-RUD	1400 BRM Tower 445 Minnesota St St. Paul, MN 551012131	Electronic Service	Yes	OFF_SL_21-189_Official Service List
William	Risse	wrisse@nationalgridrenewables.com	National Grid Renewables Development, LLC	8400 Normandale Blvd Ste 1200 Bloomington, MN 55437	Electronic Service	No	OFF_SL_21-189_Official Service List
Melissa	Schmit	melissa@nationalgridrenewables.com	National Grid Renewables	8400 Normandale Lake Blvd Ste 1200 Bloomington, MN 55437	Electronic Service	No	OFF_SL_21-189_Official Service List
Will	Seuffert	Will.Seuffert@state.mn.us	Public Utilities Commission	121 7th Pl E Ste 350 Saint Paul, MN 55101	Electronic Service	Yes	OFF_SL_21-189_Official Service List
William	Storm	bill.storm@state.mn.us	Department of Commerce	Room 500 85 7th Place East St. Paul, MN 551012198	Electronic Service	No	OFF_SL_21-189_Official Service List
Lynnette	Sweet	Regulatory.records@xcelenergy.com	Xcel Energy	414 Nicollet Mall FL 7 Minneapolis, MN 554011993	Electronic Service	Yes	OFF_SL_21-189_Official Service List
Haley	Waller Pitts	hwallerpitts@fredlaw.com	Fredrikson & Byron, P.A.	200 S 6th St Ste 4000 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_21-189_Official Service List

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Generic Notice	Residential Utilities Division	residential.utilities@ag.state.mn.us	Office of the Attorney General-RUD	1400 BRM Tower 445 Minnesota St St. Paul, MN 551012131	Electronic Service	Yes	OFF_SL_21-190_Official Service List
William	Risse	wrisse@nationalgridrenewables.com	National Grid Renewables Development, LLC	8400 Normandale Blvd Ste 1200 Bloomington, MN 55437	Electronic Service	No	OFF_SL_21-190_Official Service List
Melissa	Schmit	melissa@nationalgridrenewables.com	National Grid Renewables	8400 Normandale Lake Blvd Ste 1200 Bloomington, MN 55437	Electronic Service	No	OFF_SL_21-190_Official Service List
Will	Seuffert	Will.Seuffert@state.mn.us	Public Utilities Commission	121 7th PI E Ste 350 Saint Paul, MN 55101	Electronic Service	Yes	OFF_SL_21-190_Official Service List
William	Storm	bill.storm@state.mn.us	Department of Commerce	Room 500 85 7th Place East St. Paul, MN 551012198	Electronic Service	No	OFF_SL_21-190_Official Service List
Lynnette	Sweet	Regulatory.records@xcelenergy.com	Xcel Energy	414 Nicollet Mall FL 7 Minneapolis, MN 554011993	Electronic Service	Yes	OFF_SL_21-190_Official Service List
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Generic Notice	Residential Utilities Division	residential.utilities@ag.state.mn.us	Office of the Attorney General-RUD	1400 BRM Tower 445 Minnesota St St. Paul, MN 551012131	Electronic Service	Yes	OFF_SL_21-191_Official
William	Risse	wrisse@nationalgridrenewables.com	National Grid Renewables Development, LLC	8400 Normandale Blvd Ste 1200 Bloomington, MN 55437	Electronic Service	No	OFF_SL_21-191_Official
Melissa	Schmit	melissa@nationalgridrenewables.com	National Grid Renewables	8400 Normandale Lake Blvd Ste 1200 Bloomington, MN 55437	Electronic Service	No	OFF_SL_21-191_Official
Will	Seuffert	Will.Seuffert@state.mn.us	Public Utilities Commission	121 7th Pl E Ste 350 Saint Paul, MN 55101	Electronic Service	Yes	OFF_SL_21-191_Official
William	Storm	bill.storm@state.mn.us	Department of Commerce	Room 500 85 7th Place East St. Paul, MN 551012198	Electronic Service	No	OFF_SL_21-191_Official
Lynnette	Sweet	Regulatory.records@xcelenergy.com	Xcel Energy	414 Nicollet Mall FL 7 Minneapolis, MN 554011993	Electronic Service	Yes	OFF_SL_21-191_Official
Haley	Waller Pitts	hwallerpitts@fredlaw.com	Fredrikson & Byron, P.A.	200 S 6th St Ste 4000 Minneapolis, MN 55402	Electronic Service	No	OFF_SL_21-191_Official