



March 18, 2020

- VIA ELECTRONIC FILING -

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

RE: ROUTE PERMIT AMENDMENT REQUEST FOR TWO ROUTE

Modifications at Structure 1 and Structure 132 for the

HUNTLEY-WILMARTH 345 KV TRANSMISSION LINE PROJECT

DOCKET NO. E002, ET6675/TL-17-185

Dear Mr. Seuffert:

On August 5, 2019, the Minnesota Public Utilities Commission issued an order granting Northern States Power Company, doing business as Xcel Energy, and ITC Midwest LLC (collectively, Permittees) a Certificate of Need and a Route Permit for the Huntley – Wilmarth 345 kV Transmission Line Project (Project). The Commission issued a Route Permit for the Purple Route with route segments BB and L (Permitted Route).

As design efforts have progressed, the Permittees identified two areas on the northern portion of the Project where the final engineered alignment for the Project is outside the permitted route width. Section 4.1 of the Route Permit for this Project states that "[r]oute width variations may be allowed to accommodate" "unforeseen circumstances encountered during the detailed engineering and design process." Section 4.1 of the Route Permit further states that such modifications "shall be specifically reviewed by the Commission under Minn. R. 7850.4900." Minnesota Rule 7850.4900 sets forth the process under which the Commission may amend the conditions to a route permit. Based on the language of this Route Permit, the Permittees are submitting this request for these two route modifications as a permit amendment.

However, the Permittees believe that the minor alteration process outlined in Minnesota Rule 7850.4800 provides a helpful framework and standard under which the Commission can examine route modifications. As a result, the Permittees are also

providing all of the necessary information for these requests to be evaluated under the minor alteration framework.

Enclosed as Attachment 1 is the Permittees' application for a Permit Amendment for two route modification pursuant to Minnesota Rule 7850.4900 to provide additional route width to accommodate the Permittees' proposed engineered alignment. The first route modification seeks additional route width to accommodate a revised alignment near the Wilmarth Substation to reduce potential impacts by utilizing an existing transmission corridor. The second route modification allows additional route width to relocate three structures farther away from a county road at the request of Blue Earth County. Attachment 1 includes a more detailed description of these two route modifications, tables summarizing the potential impacts of the proposed and permitted alignment options, and maps showing the proposed modifications. Neither route modification would result in significant changes to the human or environmental impact of the facility. The Permittees respectfully request that the Commission approve these two requested route modifications.

If you have questions or need additional information on this filing, please contact Tom Hillstrom, Principal Permitting Agent, at thomas.g.hillstrom@xcelenergy.com or 612-330-5835.

SINCERELY,

/s/

TOM HILLSTROM
PRINCIPAL PERMITTING AGENT
NORTHERN STATES POWER COMPANY
DBA XCEL ENERGY

cc: Service List
 Affected Landowner (Trevor Brandts)
 Charley Bruce, Minnesota Public Utilities Commission
 Ray Kirsch, Minnesota Department of Commerce, Energy Environmental
 Review and Analysis

Permit Amendment Application for the Huntley – Wilmarth 345 kV Transmission Line Project

A. <u>Legal Standards for a Permit Amendment and Minor Alteration</u>

In accord with section 4.1 of the Project's Route Permit, the Permittees submit this application for a permit amendment pursuant to Minn. R. 7850.4900. The Commission shall mail notice of receipt of the application to those persons on the general list and to those persons on the project list if such a list exists. Minn. R. 7850.4900, subp. 2. The Commission shall provide "at least a ten-day period for interested persons to submit comments on the application or to request that the matter be brought to the [C]ommission for consideration." Minn. R. 7850.4900, subp. 2.

The procedure for a minor alteration is similar to the procedure required for a permit amendment. The one difference is that a minor alteration is defined as a change that "does not result in significant changes in the human and environmental impact of the facility." Minn. R. 7850.4800, subp. 1. As part of this Permit Amendment application, the Permittees also provide a comparison of human and environmental impacts between the permitted and proposed alignments.

B. Route Modification Request No. 1

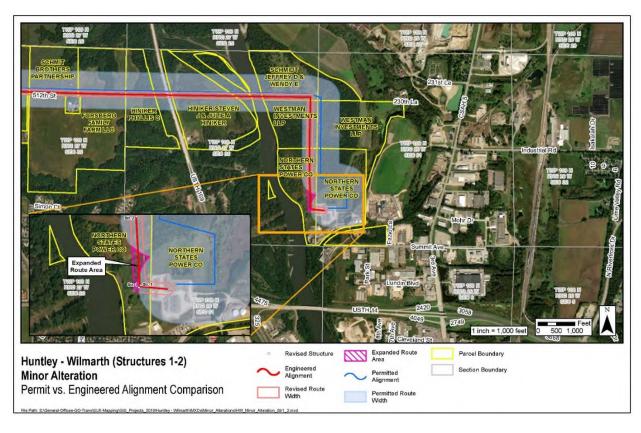
1. Background and Summary of Request

The Permittees' first route modification request is to provide approximately ³/₄ acre of additional route area on Xcel Energy's property to accommodate a modification of the Project's alignment near the Wilmarth Substation. The permitted alignment for the Project enters the existing Wilmarth Substation on the east and connects to an open substation bay at the northeast side of the substation.

After issuance of the Route Permit, the Permittees commenced the final design of the Project. As part of this final design process, the Permittees re-evaluated the Project's interconnection at the Wilmarth Substation and determined that interconnecting the Project on the west side of the Wilmarth Substation provided several benefits over the permitted alignment. This proposed engineered alignment, as shown in Figure 1, follows the existing Lakefield Junction – Wilmarth transmission corridor as it turns south towards the Wilmarth Substation before entering the substation on the west side. The proposed engineered alignment has several advantages as compared to the permitted alignment, including:

- reducing tree clearing by utilizing the existing cleared Lakefield Junction –
 Wilmarth transmission corridor owned by Xcel Energy;
- shortening the overall length of the Project's route;
- reducing the total number of structures;
- eliminating required crossings of existing transmission lines; and
- reducing wetland impacts.

Figure 1
Route Modification Request No. 1



2. Comparison of Human and Environmental Impacts

The Permittees compared the human and environmental impacts of the permitted alignment to the proposed engineered alignment. As shown in Table 1 below, the proposed engineered alignment has comparable or lower impacts than the permitted alignment based on a review of the applicable routing factors set forth in Minnesota Rule 7850.4100. The proposed engineered alignment is shorter, reduces wetland impacts, reduces tree clearing, and utilizes existing transmission corridors to a greater extent.

Table 1
Comparison of Human and Environmental Impacts for Route Modification Request No. 1

Criteria	Units	Permitted Alignment	Proposed Engineered Alignment
Length of Segment	feet or miles	0.35 miles	0.24 miles
Residences within 500 feet	feet or miles	0	0
Residences within 501 to 1000 feet	number	0	0
Agricultural Land (Poles in Ag. fields)	number	0	0
Stream crossings	number	0	0
Non-forested Wetlands in 150 foot ROW	number	1	0
Forested Wetlands in 150 foot ROW	number	1	0
Forested Upland in 150 foot ROW	acres	1.86	0
Number and Count of Known Protected or Endangered Species (non- aquatic)	Number of records within one mile	3, Rusty Patched Bumble Bee, Stream Parsnip, and Hair-like Beak Rush	3, Rusty Patched Bumble Bee, Stream Parsnip, and Hair-like Beak Rush
Number of Archeological and Historic Resources	number	0	0

3. Landowner Notice and Comments

This permit amendment for an expanded route width only impacts land owned by Xcel Energy near the Wilmarth Substation.

C. Route Modification Request No. 2

1. Background and Summary of Request

The Permittees' second route modification request is to provide approximately 75 feet of additional route width to accommodate Blue Earth County's request to relocate three structures farther away from County Road 135 (commonly known as 157th Street/158th Street). Following issuance of the Route Permit, the Permittees have continued to coordinate with local governments on the final design of the Project. After a meeting with the Blue Earth County Public Works department in October 2019, the Public Works staff sent a letter on November 7, 2019 requesting the Permittees to consider relocating several structures farther from the road right-of-way to minimize potential conflicts with future road construction projects. The Permittees worked with Blue Earth County staff on these proposed structure relocations in an effort to balance additional land use impacts with Blue Earth County's possible need to expand the road right-of-way in the future for road construction projects.

Based on this coordination with Blue Earth County, the Permittees propose to revise the permitted alignment from Structure 131 to Structure 133 along County Road 135 as shown in Figure 2 below. The proposed engineered alignment will move these structures farther away from the right-of-way of County Road 135 to accommodate possible future modification of this road. The proposed engineered alignment will also reduce the number of poles in agricultural fields by one pole.

Figure 2
Route Modification Request No. 2

2. Comparison of Human and Environmental Impacts

The Permittees compared the human and environmental impacts of the permitted alignment to the proposed engineered alignment. As shown in Table 2 below, the proposed engineered alignment has comparable or lower impacts than the permitted alignment based on a review of the applicable routing factors set forth in Minnesota Rule 7850.4100. The proposed engineered alignment is shorter, reduces the number of structures in agricultural land, and reduces wetland impacts.

Table 2
Comparison of Human and Environmental Impacts for Route Modification Request No. 2

Criteria	Units	Permitted Alignment	Proposed Engineered Alignment
Length of Segment	feet or miles	0.47 miles	0.41 miles
Residences within 500 feet	feet or miles	0	0
Residences within 501 to 1000 feet	number	0	0
Agricultural Land (Poles in Ag. fields)	number	3	2
Stream crossings	number	1	1
Non-forested Wetlands in 150 foot ROW	number	0	0
Forested Wetlands in 150 foot ROW	number	2	0
Forested Upland in 150 foot ROW	acres	0.3	0.6
Number and Count of	Number		
Known Protected or	of records	1, Eastern	1, Eastern
Endangered Species (non-	within one	Spotted Skunk	Spotted Skunk
aquatic)	mile		
Number of Archeological and Historic Resources	number	0	0

3. Landowner Notice and Comments

This permit amendment impacts one landowner who has signed easement agreements for the proposed engineered alignment. The Permittees are copying this landowner on this filing.

D. Conclusion

Minnesota Rule 7850.4900 allows the Commission to amend any of the conditions in a route permit. The Permittees respectfully requests that the Commission authorize these two route modifications.

IN THE MATTER OF THE APPLICATION TO THE MINNESOTA PUBLIC UTILITIES COMMISSION FOR A ROUTE PERMIT FOR THE HUNTLEY-WILMARTH 345 KV TRANSMISSION LINE PROJECT

DOCKET NO. E002, ET6675/RP-17-185

Theresa Senart certifies that on the 18th day of March, 2020, she filed a true and correct copy of **Permit Amendment at Structures 1 and 132** by posting the same on www.edockets.state.mn.us. Said Minor Alteration Request has also been served via U.S. Mail or e-mail as designated on the Official Service List on file with the Minnesota Public Utilities Commission in the above-referenced docket.

s/Theresa A. Senart

Theresa Senart

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