

Brookings County - Hampton
345 kV Transmission Line Project
PUC Docket No. ET2/TL-08-1474

Section 2.0
Written Comments

Ek, Scott (COMM)

From: Lynn Albrecht [lynnalbrecht@FRONTIERNET.NET]
Sent: Friday, November 20, 2009 12:48 PM
To: Ek, Scott (COMM)
Subject: ET2/TL-08-1474

Draft EIS comment for Brookings-Hampton 345 kv Project

- 1a who drafted this EIS? the capx2020 group? Was there any independent verification or vetting done by the State of Minnesota?
1b
1c are the amp/emf levels accurate in the EIS?
- 1d in regards to EMF you must take into account that you are building double circuit 345 kv lines. When you add the 2nd circuit, what are the levels of μT (mG) and how will it affect the people living and working near it? I found the information below at gc.energy.gov, the Working Group assigned EMF a 2B ranking, which translates to "possible human carcinogen." All three of the DHS scientists are inclined to believe that EMFs can cause some degree of increased risk of childhood leukemia, adult brain cancer, Lou Gehrig's Disease, and miscarriage. This is an environmental impact that needs to be addressed.

In June 1999, the National Institute of Environmental Health Sciences (NIEHS) released its report, *Health Effects From Exposure to Power-line Frequency Electric and Magnetic Fields* (NIEHS 1999). The report's Executive Summary concludes that "extremely-low-frequency electric and magnetic field (ELF-EMF) exposure cannot be recognized as entirely safe because of weak scientific evidence that exposure may pose a leukemia hazard.

The NIEHS report, submitted to Congress, is the culmination of a long-term commitment under the Research and Public Information Dissemination (RAPID) Project, which began with the *Energy Policy Act* of 1992. RAPID's objective was to accelerate applied EMF research with a focused program supported by matching funds from the Federal government and the private sector. The electric utility industry provided most of the private sector funds.

The most significant source for the NIEHS report was the NIEHS Working Group (The Working Group) Report, which resulted from a nine-day meeting in June 1998. The Working Group considered all literature relevant to the potential effects of power-frequency electric and magnetic fields on health, including cancers of several types, adverse pregnancy outcomes, chronic illnesses (for example, Alzheimer's disease and amyotrophic lateral sclerosis), and neurobehavioral changes (for example, depression, learning, and performance). The Working Group found limited support for a causal relationship between childhood leukemia and residential exposure to EMF, and between adult chronic lymphocyte leukemia and employment on jobs with potentially high magnetic field exposure. Based on this assessment and charged with ranking EMF according to International Agency for Research on Cancer criteria, the Working Group assigned EMF a 2B ranking, which translates to "possible human carcinogen." For all other health outcomes, the Working Group concluded that the evidence was inadequate.

11/23/2009

1a.

The Minnesota Department of Commerce Office of Energy Security (OES) prepared the Draft Environmental Impact Statement (DEIS).

1b.

The OES, with the assistance of a third-party consultant, did thoroughly evaluate, verify, and supplement the data supplied by Great River Energy and Xcel Energy (applicants) in their December 29, 2008, Application to the Minnesota Public Utilities Commission (Commission) for a Route Permit for the Brookings County - Hampton 345 kV Transmission Line Project (RPA).

1c.

The OES relied on the calculated amp/EMF fields as calculated in the RPA (Table 3-4). The applicants levels provided by the applicant depict the magnetic field at the specific conductor's thermal limits representing the maximum expected magnetic field because the current flow is at the conductor's capacity. It should be noted that in Section 6.0, Figure 6.2.1.2-2 in the DEIS is incorrect. The Amp levels indicated for the Helena to Lake Marion segment and the Lake Marion to Hampton segment

Although regulatory actions are not in the purview of the NIEHS, they suggest "the power industry continue its current practice of siting power lines to reduce exposures and continue to explore ways to reduce the creation of magnetic fields around transmission and distribution lines without creating new hazards. We also encourage technologies that lower exposures from neighborhood distribution lines provided that they do not increase other risks, such as those from accidental electrocution or fire."

Paper by Dr. Sander Greenland, "A Pooled Analysis of Magnetic Fields, Wire Codes, and Childhood Leukemia:"

A paper by Dr. Sander Greenland (University of California, Los Angeles) and colleagues entitled "A Pooled Analysis of Magnetic Fields, Wire Codes, and Childhood Leukemia" (Greenland 2000) has been accepted for publication in the journal *Epidemiology*. The work was funded by NIEHS (EPRI 2000).

The authors concluded:

- An effect of magnetic fields below 0.3 μ T (3 mG) is unlikely or too small to detect in epidemiological studies.
- There is suggestive evidence that an association between magnetic fields greater than 0.3 μ T (3 mG) and childhood leukemia exists.
- Magnetic fields show a more constant association with childhood leukemia than wire code do.
- Future studies of EMF and childhood leukemia should focus on highly exposed populations.

Paper by Dr. Anders Ahlbom, Karolinska Institute, Sweden

A paper describing the results of a pooled analysis of magnetic fields and childhood leukemia was published in the September 2000 issue of *British Journal of Cancer*. Dr Anders Ahlbom (Karolinska Institute, Sweden) and colleagues conducted the analysis funded by the European Union (Ahlbom 2000). This pooled analysis is based on original, individual-level data unlike meta-analysis, which is based on published results-combined from previous epidemiological studies to examine whether there is an association between magnetic fields and leukemia (EPRI 2000).

The authors concluded:

- "We did not find any evidence of an increased risk of childhood leukemia at residential magnetic field levels less than 0.4 μ T (4 mG). However, we did find a statistically significant relative risk estimate of two for childhood leukemia in children with residential exposure to EMF greater than 0.4 μ T (4 mG) during the year before diagnosis. Less than one percent of subjects were in this highest exposure category. The results did not change following adjustment for the potential confounders. In addition, the existence of the so-called wire code paradox

should be switched. Helena to Lake Marion should indicate 1,106 amps and Lake Marion to Hampton should indicate 355 amps. An updated version of this figure is provided in Appendix B FEIS ID#1.

1d.

Section 6.2 (Public Health and Safety) of the DEIS identifies the different structure types and configurations as they relate to electric and magnetic fields (EMF). Specifically Figure 6.2.1.2-2 shows the difference in magnetic fields as it relates to structure type, number of circuits, and amperage. The magnetic fields generated by a 345 kV double-circuit line when compared to a single-circuit 345 kV line would typically be lower, as the two 345 kV circuits create a magnetic field cancellation and a reduction of the ground level-magnetic field. The strength of a magnetic field at ground level is also a function of the current running through the conductors, the height of the structures, the configuration, and distance. The estimated magnetic fields for this proposed project are also presented in the applicants RPA in Table 3.4.

1e.

The DEIS was sent to both the Belle Plaine and Le

could not be confirmed.”

- “The explanation for the elevated risk is unknown but selection bias may have accounted for some of the increase.”

Report by the Department of Health Services, State of California, “An Evaluation of the Possible Risks from Electric and Magnetic Fields from Power Lines, Internal Wiring, Electrical Occupations, and Appliances”

In response to a requirement of the California Public Utilities Commission (CPUC), the California Department of Health Services (DHS) initiated research on the possible health effects of electric and magnetic fields created by the use of electricity. While the report does not include recommendations on how to protect against the identified health risks, it does recommend further research.

The final report, dated June, 2002 asked three DHS scientists to review studies to examine the potential biological and health effects resulting from EMF exposure. The following conclusions were made:

- To one degree or another, all three of the DHS scientists are inclined to believe that EMFs can cause some degree of increased risk of childhood leukemia, adult brain cancer, Lou Gehrig’s Disease, and miscarriage.
- They strongly believe that EMFs do not increase the risk of birth defects, or low birth weight.
- They strongly believe that EMFs are not universal carcinogens, since there are a number of cancer types that are not associated with EMF exposure.
- To one degree or another they are inclined to believe that EMFs do not cause an increased risk of breast cancer, heart disease, Alzheimer’s Disease, depression, or symptoms attributed by some to sensitivity to EMFs.
- All three scientists had judgments that were “close to the dividing line between believing and not believing” that EMFs cause some degree of increased risk of suicide.
- For adult leukemia, two of the scientists are “close to the dividing line between believing or not believing” and one was “prone to believe” that EMFs cause some degree of increased risk.

1e Also, at the meetings you refer people to the website. I believe many of our citizens do not have high speed internet access, which you need to open the huge files and maps. Many probably have no internet access and don't use a computer. And why was the information not made available to the Belle Plaine and LeSueur public libraries, the 2 communities impacted by the river crossing? And your websites are disorganized and hard to navigate.

1f On the alternate route, Blakeley township settlement map segment 4E, there are properties within 75' of the line, but you show none on the map.

section 7.4.4.10 Recreation Scenic value plus the river is a major flyway for migration and many eagles make this area a year round home. You mention documented trumpeter swans at one river crossing but not the other, they fly both directions along the

11/23/2009

Sueur public libraries for public review purposes.

1f.

After reviewing the GIS data, one additional house within Blakeley Township was found to be within 75 feet of a route alternative. This house was within 75 feet of alternative 4B-05 bringing the numbers of houses within 75 feet in Blakeley Township to two. The other house was shown on Map 7.4-18E in the DEIS. Both are shown on map FEIS ID#1 in Appendix C.

1g.

Section 4.6 (Underground Options) of the DEIS addresses the feasibility of undergrounding a 345 kV transmission line. Because of the challenges described in that section, placing HVTLs like the lines proposed for this project underground is a practice generally used only when there is no viable overhead corridor and for very limited distances.

As noted in Section 4.6 of the DEIS, undergrounding can offer aesthetic and environmental benefits. Undergrounding is noted throughout the human settlement impacts discussion in the DEIS as one approach to reduce visual impacts of human settlement.

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1g

river, I live in the river valley in Blakeley and saw 8 trumpeter swans the first week of november 2009 flying just above the tree tops, toward Belle Plaine. To avoid avian collisions with a double circuit 345 kv line and preserve the scenic beauty of the Minnesota River Valley you must bury the lines under ground, under the river at whichever crossing you choose. Most of the land along the river from Belle Plaine to LeSueur is being preserved by the National Wildlife refuge, which is in the process of buying land now, and the Met Council and Scott County are planning Blakeley Bluffs Regional Park for future generations to enjoy. The Ney environmental Center is along this area of river too. No to big power poles and power lines and yes to underground lines at the river crossing. My understading was that the river crossing wouldn't get the single pole, all the more reason to go underground.

Lynn Albrecht
24785 Chatfield Drive
Belle Plaine MN 56011

The disadvantages of undergrounding are more significant for transmission lines of higher voltage and in order to provide adequate information to evaluate this option for the Brookings County to Hampton 345kV transmission line, these drawbacks have also been presented.

Page 1 of 1

Ek, Scott (COMM)

From: BALEXON@aol.com
Sent: Saturday, November 28, 2009 10:33 AM
To: Ek, Scott (COMM)
Subject: comment from homeowner regarding property destruction, please read.

I have mailed a copy of this, but I am not sure it will reach you before the deadline, so I am emailing this as well.
Steve and Beth Alexon
2205-37th Street W
Webster, Mn 55088

We live on 37th street, just off Bagley, which runs north/south alongside 35W 's west side on the alternate route. We have many issues with the possibility of your lines coming through our yard and I have tried to address most of them below.

- 2a 1. The EIS states there is a possible link to childhood Leukemia, that possibility is too great a risk for my children and grandchildren. What other health risks would you be exposing us to in the long run? What human should have the right to ask such a thing of another, much less force it upon anyone!
- 2b 2. Would you even repair all the damages you would incur on my property? Such as bushes, shrubs, lawn and how can you possibly replace whole rows of evergreens planted the same years our children were born in their honor and what about plants that were brought in from our parents' homesteads as generational bushes that cannot be replaced.
- 2c 3. What kind of intrusion would you impose such as easements that would allow you and possibly others to just keep trampling our property forever?
4. By defacing our precious, time and money and research for special plants that we have invested in landscaping our yard, a labor of love and investment to increase property value for years, you destroy our dreams, our investment, our very fabric of our life's love. We have over 3,500 square feet of landscaped pathways of intertwined gardens of flowering trees, shrubs, bushes, flowers, rock gardens and statuary. There is also several specimen trees and bushes dotting the whole of the property, not to mention the whole front of the 3 acres is also landscaped with living, nurtured decorations that can never be replaced. There isn't a 75 foot space clear of buildings, statuary or specimen plants and trees in our yard. Please go East of 35W.
5. Not only would you be destroying the home of our hearts, but if we ever have to move, you destroy the value of the sale price now and in the future. You also will cause a raise in our property insurance, I should not have to pay that either, especially since this is in your best interest, not mine. Please go East of 35W.
6. In this economy, our retirement funds have decreased horribly and all we have left will be our home value, which you would devastate. You would destroy our mid life and our golden years. You would be stealing so much of the richness of our lives that we have worked so very hard to build.
- 2d 7. What if one of those lines came down and hurt one of us? What kind of ongoing damage will your upkeep continue to butcher all we have done? Please go East of 35W.
8. What about the extra labor involved in up keeping around your horrible, ugly monsters trampling our dreams? Who has to clean up around those?
- 2e 9. Would you even have to pay the difference in value if we have to sell some day, you should have to, it would be your fault and you are the ones benefiting from the destruction of so many lives. Please go East of 35W.
10. There are several homes on the West side of 35W (Bagley Avenue in Webster, running North/South along 35W) in this stretch and very few, perhaps only 2-5 homes on the East side of 35W, Please, PLEASE, if you must use this portion of the alternate route, please go on the East side of 35W, where there is already just a gravel pit/stripping zone area anyway.
11. Please be sure to double check the amount of housing on each side of 35W in this stretch and I'm sure you will find the numbers are far less on the East side. (Just south of the Cty 86 overpass along 35W) It would only make sense then to disturb ground that is already tore up from land stripping that the owner will not have such heartbreaking concerns over, as all of us that have worked so very hard to make a life and home on the West side of 35W.

Beth Alexon

11/28/2009

2a.

The DEIS addresses public health and safety in Section 6.2 and indicates that current scientific evidence does not confirm the existence of any health consequences from exposure to low level electromagnetic fields, as in the case for this proposed transmission line.

2b.

Should any damage occur the applicants are typically required by route permit conditions to fairly reimburse landowners for any damage including, but not limited to, yard/ landscape damages, structure/fence damage, crop damage, soil compaction, or drain tile damage sustained during construction or maintenance activities. In addition the applicant would be required to work with the landowners, townships, cities, and counties along the route to accommodate their concerns regarding tree clearing, distance from existing structures, drain tiles, pole depth and placement in relationship to existing roads and road expansion plans. This topic is further discussed in Section 5.0 of the DEIS

2c.

Where use of private field roads or trails is necessary, permission from the property owner is obtained prior to access. Again, any damage that may occur would be the responsibility of the applicants (See response to FEIS ID#2b).

2d.

The transmission line structures to used for this project are designed to withstand extreme conditions. High-voltage Transmission Lines (HVTL) rarely fail, and the structures very seldom tip or fall even in severe storms.

2e.

The manner in which land owners are paid for transmission right-of-way (ROW) easements is beyond the scope of the DEIS, as that is outside the jurisdiction of the Commission.

Ek, Scott (COMM)

From: Corey Allen [coreyrebeccajack@yahoo.com]
Sent: Sunday, November 29, 2009 7:31 PM
To: Ek, Scott (COMM)
Subject: CapX 2020 through New Prague, Mn

November 29th, 2009

Dear Scott Ek;

3a I have recently been informed of the Cap X 2020 route through New Prague. There is an alternate (A-RIC-001 and A-LES-001) to the alternate south route that is set to go directly over our home. We live in the middle of plot 13 south of New Prague, and from looking at some of the maps our home isn't even marked on them.

We started building this custom home in January 2008 and we moved in September of the same year. We did a lot of the work ourselves from insulating, painting, tiling, and recycling 100 year old wood from a local grain bin to use as decorative features. We also put in a Geo-Thermal heating and cooling system. We chose these options to be part of the eco-friendly way that the world is heading in. We moved our children to this quiet yet growing farm town so that they could experience simplicity and enjoy the outdoors. Our home is in the middle of a wooded lot, where we have had the opportunity to see deer, turkeys, hawks, pheasants, and other wildlife that we had never been able to see in the suburbs.

We have a huge sense of pride in this home that we have created to raise our children and we were horrified to find that these power lines may be going up over our home. I would not want to look outside for hawks and see a giant power tower in my front yard. We even spent an extra \$7,500 to bury the power line ½ mile from the road to our house so we wouldn't have to see them, and they are nowhere near the size of power lines you are intending to put up.

I don't understand that cutting through woods and farmland would be a great option for installation or maintenance on these power lines. Farmland and crops will be destroyed. The best option is definitely to stay on County Road 2 where there is better access for installation and maintenance. I can't see a reason to not follow a major roadway.

I hope this letter will deter you from considering this route. Beyond the damage you will be doing by cutting down lovely trees that have been growing for over one hundred years, you will be destroying a habitat for wildlife in this area.

I want you to reconsider having this route (A-RIC-001 and A-LES-001) even is an option for the alternate. It should be removed from the list immediately.

Sincerely,

Corey Ann Allen
13589 300th Street
New Prague, MN 56071

11/30/2009

3a.

Section 6.3.1 provides information on the house count methodology. Section 7.0 provides tables with the number and locations of houses along the various route options; these tables and discussion of methodology have been updated and are available in Appendix F.

Map FEIS ID#3 in Appendix C shows residences within the area mentioned by comment FEIS ID#3.



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tly: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Duane Anderson
Address: 26750 Cty Hwy 13
City: Morgan State: MN ZIP: 56266

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

We have wireless Internet that is received from a tower in Morgan, MN. The proposed line will run between our home and Morgan. Will our internet reception/connector be affected by the transmission line?

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Duane Anderson Date: 11/18/09

4a.

Section 6.4.3 of the DEIS addresses Internet and Cellular phone use as they relate to HVTL. In general, radio frequencies used for both cellular phones and wireless internet are operated at frequencies well above the threshold where potential corona noise generate from a HVTL would interfere with those types of signals.

11-20-09

Mr. Scott Ek
Office of Energy Security | Energy Facility Permitting
85 7th Place East, Suite 500 | St. Paul, Minnesota 55101-2198
RE: CAPX Power Line Project
Docket # ET2/TL-08-1474

7a I am writing to voice my strong opposition to the CAPX 2020 Segment 5 Alternate Routes through northern Rice County.

The EIS very clearly illustrates that the alternate routes through Rice County will disturb vastly more wetland and wildlife habitat, as well as critical archeological and historically relevant architectural sites. This comes at a time when the state is doing all that it can to preserve as much of our history and vanishing wildlife habitat as possible. There are countless dollars, both public and private, being spent by numerous organizations to save and protect these quickly disappearing vital resources.

And while we all agree that the power lines will have a negative effect on our property values, and forever mar our rural landscape - in my mind, these arguments pale in comparison to the most important reason of all. Protecting the lives of people.

The segment 5 alternate route and alternate route 5A-04 bring the power lines to within one half mile of the Webster Sky Harbor Airpark. An airpark that contributes significantly to the tax base of Rice County, and Webster Township. The EIS acknowledges that the airpark is seeking protection of its airspace by applying FAA standard regulations. This will restrict the height of obstacles out to 9000' from the runway. This encompasses both the alternate route and alternate route 5A-04. The EIS claims that it can mitigate this restriction by lowering the pole height to "just pass" under the 150' FAA minimum safety limit. It is important to note that the placement on 57th street further to the south, is no better as the rise in terrain would also force the power lines to pass "just under" the FAA safety ceiling.

As a 20 year veteran of the Air Force flying F-16's and a commercial airline pilot with over 15,000 hours flying time, I know that if I loose an engine on takeoff, the last thing I want to battle with are power lines in my face as I coax an aircraft to an emergency landing.

One does not have to look back far in the media to find examples of airplane accidents where the margin of safety was razor-thin. Some successful, some horribly tragic. This reckless option of barely skirting the minimum safety level near a busy airport, relies on perfect scenarios and good luck. Seldom a constant in the dynamic world of aviation.

And if endangering powered aircraft is not enough of a deterrent, keep in mind the traffic from the many hot air balloons launched out of Sky Harbor. It was only a few years ago that a balloon launched out of Sky Harbor landed in our field, which lies *directly* on alternate route 5A-04. If even a 100' power line would have been there, the balloon would have become entangled in the lines and lives likely have been lost.

To further illustrate the recklessness of this option, one needs only to look at a straight-in approach to the airpark, utilizing the international standard of a three-degree glide slope. When doing so, an

7a.

Section 3.0 of the DEIS provides an overview of the State HVTL route permitting process including the certificate of need process. Project need was determined by the Commission in May of 2009 Order Docket No. ET-2, E-002, et al./CN-06-1115 and can be found at: <http://www.puc.state.mn.us/puc/energyfacilities/certificate-of-need/011260>.

Under the Power Plant Siting Act a specific route and/or substation location(s) are not identified in the Draft EIS or Final EIS. The EIS will be used by the Minnesota Public Utilities Commission to make a decision on the final route and substation locations in spring 2010.

7b.

The Sky Harbor airport is a visual flight rules (VFR) airport. The airport does not have an Federal Aviation Administration (FAA) approved GPS instrument approach that could be impacted by the proposed transmission lines. GPS is not required to safely navigate the landing approach to Sky Harbor. Aircraft would typically need to be a safe distance from the transmission when landing or taking off. The electric and magnetic fields generated by the proposed transmission facility would

interesting fact comes to light. When an aircraft is on final approach to runway 30 at Sky Harbor, the primary landing runway as the prevailing winds are from the west, it will pass directly over the power lines at six thousand feet horizontal distance from the end of the runway. At that point, the aircraft will be exactly three hundred feet AGL (above ground level), a three-degree glide slope equates to three hundred feet rise per nautical mile (six thousand feet). However, with the power lines at one hundred fifty feet or taller, at five thousand horizontal feet from the runway the FAA airspace protection jumps to a higher altitude, This would put an aircraft one hundred fifty feet or less from difficult-to-see wires, at a time when the aircraft is mere seconds from landing. This is obviously a highly negligent move for a company to pursue.

As a charted emergency use airfield, Sky Harbor is utilized by local law enforcement, Civil Air Patrol, and hospital MEDEVAC flights. One of the most likely scenarios that would see these entities flying into Sky Harbor Airpark is during a weather divert situation. With the weather making it impossible to land at their intended destination, they would likely approach the airpark in reduced visibility, aided by GPS navigation. This brings me to my next concern.

- 7b GPS navigation is widely used today in aviation as the primary source of terminal navigation guidance, visual and instrument. Although Sky Harbor is designated as a visual airfield with no instrument approach, many aviators utilize GPS as an additional source of reliable information, especially when it comes to assisting with glide slope information. As an airline pilot I routinely find myself using GPS as the sole source of guidance to set up a three-degree glide slope to a visual-only runway. This guidance is particularly critical during periods of reduced visibility and low light operations, which still qualify under FAA regulations as VMC (Visual Meteorological Conditions). Not unlike the previously mentioned scenario, involving MEDEVAC, Civil Air Patrol, and law enforcement flights.

The EIS states that "The corona generated noise and not the EMF from transmission lines could be a source of interference with agricultural GPS system". It must first be noted that there is *absolutely no difference* between agricultural GPS systems and other GPS systems; they all utilize the same L1 and L2 satellite frequencies. Secondly, the EIS had to address this interference concern, due to the many studies that acknowledge GPS degradation when operating near high power lines. The reports cite a distance of two to three hundred feet where the effects of corona-generated noise from 345Kv lines cause a significant loss in GPS accuracy. For argument's sake, let's use a conservative figure of two hundred feet, which equates roughly to standing directly beneath a two hundred foot tall power line, the area where the highest number of GPS failures occurred. One can see from the preceding discussion, that aircraft landing at Sky Harbor Airpark will be even closer to the power lines than the technicians who stood directly below them recording the loss of GPS accuracy. All of this occurring a few seconds before touchdown. It is also quite disturbing to note that corona generated noise is highly effected by weather conditions. The higher the content of water vapor in the air, the greater the corona noise becomes. This explains why you hear the popping and crackling on a misty day, verses a clear and dry one. Thus, when the visibility is reduced due to mist and rain (when aviators need the GPS accuracy the most), the corona-generated noise is the greatest, and GPS accuracy is degraded the most severely. A potentially deadly combination.

While the CAPX project EIS acknowledges the risk of GPS interference, it will undoubtedly be able to produce reports minimizing the effect of any GPS interference around high power lines. Let me relate something that many people may be familiar with. Before an airliner can leave the gate, all passengers must have their personal electronic devices and cell phones placed in on the off-

be minimal and the potential for GPS signal degradation would be very limited or unlikely at these distances.

position. This is due to the belief that their operation will interfere with the aircraft's navigation systems during the critical periods of takeoff and landing. While there are many events by aircrew, documenting the interference of navigation systems due to personal electronic devices, none have been able to be reproduced in a laboratory situation. One has only to go to Boeing's website to see that they have gone to great lengths to reproduce the documented malfunctions, to no avail. This, they say, is due to the extremely high number of variables inherent in electrical noise, and its effects on navigation systems. Therefore, the responsible call was made to "play it safe", when it comes to protecting lives aboard aircraft during the critical phase of takeoff and landing. The same call must be made in regard to high voltage power lines near airfields. The CAPX power lines present, not only a looming physical danger, but a serious navigational hazard at the states busiest airpark.

As an integral part of the decision process on the CAPX 2020 project, you must choose whether you will recklessly endanger lives, by building power lines that "just pass" the minimum safety criteria, or make a more responsible choice, and place the power lines along major corridors, away from aviation activity. We must not rely on perfect scenarios and good luck to protect the lives of people, both in the air, and on the ground.

Sincerely,

Mike Balfany, LtCol (ret) USAF
3720 50th Street West
Webster, MN 55088
952-652-2786

JUL 16 2009 2:49PM GRANNIS & HAUGE, PA

NO. 2577 P. 3/5

July 16, 2009



Mr. Scott Ek
Office of Energy Security and Energy
Facility Permitting
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

RE: CapX2020

Dear Mr. Ek:

I wish to state my strong opposition to the proposed CapX2020 transmission lines proposed on 50th Street West and 57th Street West in Webster, Minnesota. This line will run next to my property, where I have over a \$1,000,000 investment in a horse stable. The proposed transmission lines will greatly depreciate the value of my property and the income for my business which is how I make my livelihood. I have many borders who keep their horses at my stable and ride throughout the fields. If the transmission lines are installed, many of these borders will leave, not wanting to subject their horses to the high voltage lines with their magnetic fields of constant humming and cracking. In addition, the humming and cracking will startle the horses, making it difficult to ride them. Therefore, these borders will leave and reduce the income that I receive from my business. When borders leave for this reason, it will be difficult, if not impossible, to get others to come in to replace them.

8a In addition to the horses that are bordered by my stable, I raise, show and breed my own horses. I have a number of pregnant mares and believe the power line will be a danger to my horses. Even though on a map it may look like the proposed line is running by vacant fields, it is not because, as stated above, I have my own, many borders horses, and my breeding stock in those fields. and the proposed lines will be detrimental to them.

Thank you very much for your consideration of this matter, and I ask that you find an alternate route that will have less impact on my property and my business.

Sincerely,

Catherine M. Barrea

8a.

Depending on the proximity to the proposed transmission line horses and other livestock may be subjected to temporary construction impacts, such as noise, dust, and reduced access to pasture lands. Special consideration may be needed when working near fences, crops, or livestock, therefore the applicants would work with individual landowners to minimize and avoid direct impacts to livestock farms and horse stables during construction and future maintenance.

Impact of stray voltage on livestock due to transmission lines is not likely, and only would occur in limited circumstances. Transmission lines do not, by themselves, create stray voltage because they do not connect to businesses or residences. Transmission lines however can induce stray voltage on a distribution circuit that is parallel to and immediately under the transmission line. Proper design and pole placement can reduce or eliminate stray voltage effects from the transmission lines. The applicants would be required to remedy any stray voltage issues as a condition of a route permit. Stray voltage is addressed in Section 6.2 of the DEIS.

Ek, Scott (COMM)

From: Kelley Belina [kmbelina@gmail.com]
Sent: Monday, November 23, 2009 10:35 AM
To: Ek, Scott (COMM)
Subject: Comments on draft EIS, Brookings to Hampton 345 kV transmission line project

Dear Scott Ek,

I am writing in response to the draft EIS of the Brookings to Hampton 345 kV transmission line project. I have submitted a previous email on this project, and my comments in regards to the EIS are similar.

The preferred route from the Lyon County to Cedar Mountain Substations will run approximately 1/2 mile north of our home in rural Redwood County. The EIS states "Proximity to other human settlement features is not a prominent concern along this route segment." The potential of my family living 1/2 mile from these transmission lines does cause me concern.

- 10a First, I am concerned about the aesthetic impact of the transmission lines in our area. The farmland around us is flat and tree-less, with no current major power line such as this. This line will become a major part of the landscape at our home.
- 10b Second, I am equally concerned about the likely decrease of the property value of our home and land. The EIS states that research is limited in this area. However, I believe it is absolutely realistic that any home 1/2 mile from these size of transmission lines will have a negative impact on property values, both from an aesthetic and a perceived human health problem standpoints.
- 10c Lastly, and most importantly, I am highly concerned about human health issues resulting from the electric and magnetic fields. We have two young children, ages 2 1/2 and 9 months. The EIS states "The vast majority of experts believe that EMF from power lines does not cause leukemia or any other health problem." However, it is impossible to test for all potential health problems that could result from living so close to these high voltage transmission lines, especially for young children. With the high rates of cancer and other diseases in our country that stem from unknown causes, I hope you understand why I want to limit my children's exposure to this potential health hazard. Just because research has not yet found health problems does not mean they do not exist. I am highly concerned about my children's long-term health growing up 1/2 mile from these transmission lines.

Respectively, I believe the EIS downplays the above issues, especially the potential unknown health hazards, and here especially for children, living so close to these power lines. I do not support the preferred route from the Lyon County to the Cedar Mountain substations.

Sincerely,

Kelley Belina
37805 260th St.
Morgan, MN 56266
507-430-4907

11/23/2009

10a.

Section 6.1.1 of the DEIS describes potential visual and aesthetic impacts of the project and mitigation for those impacts. The DEIS recognizes that the visual profile of transmission lines structures and wires may decrease the perceived aesthetic quality of property. The level of impact to visual resources generally depends on the sensitivity and exposure of a particular viewer and can vary greatly from one individual to the next. It is, therefore, difficult to predict whether a transmission line project would alter the perceived visual character of the environment, or viewshed, and constitute a negative visual impact.

10b.

Section 6.5 of the DEIS addresses the relationship between transmission lines and property value. Section 6.5.2 (Property Value Research) states, "The relationship between power lines and property values is complicated by a variety of factors including variability over time and across different areas of the world, variability due to different land uses, and limited sale data for similar

properties before and after installation of a transmission line. Because of these complexities, real estate appraisers, utility consultants, and academic researchers have studied the issue of how to assess the impacts of power lines on property values since the 1950s.” Research on this issue has not identified a clear cause-and-effect relationship. Instead, the presence of a transmission line becomes one of several factors that interact to affect the value of a particular property on a case by case basis.

Potential negative and potential positive impacts have been identified in the Environmental Impact Statement based on research reviewed in preparation of this DEIS and cited in Section 6.5 of the DEIS. The information presented in this section has been reviewed and is accurate based on existing information available to the OES.

10c.

(See response to FEIS ID#2a)

FROM : WILDA WEVE CARPETS

PHONE NO. : 9526524041

NOV. 30 2009 10:19AM P1

10-29-2009

Mr. Scott Ek
Office of Energy Security | Energy Facility Permitting
85 7th Place East, Suite 500 | St. Paul, Minnesota 55101-2198
Office: 651.296.8813 | Fax: 651.297.7891
Email: Scott.Ek@state.mn.us
Docket number 7-2500-20283-2

Dear Mr. Ek,

Once again we would like to voice our very strong opposition to the CAPX 2020 power line project. Specifically, the alternate routes through Rice County identified as segment 5 (Helena to Lake Marion).

Upon reading the EIS, it is plain to see that the alternate routes through Rice County will cost considerably more funds and I feel will not solve any problems compared to the preferred line. The EIS states that the preferred route and the alternate routes disrupt the same number of homes within five hundred feet (where concern for safety is the greatest).

I purchased my acreage in 1993 after looking approximately ten years for acreage with water, a creek (Chub Creek) and rolling hills. I paid a large premium for the property because of these features. Together with the Fish and Wildlife Association we have created four wetlands (along with the three natural wetlands) for wildlife. In addition with a cost share with the Minnesota DNR we have planted over four thousand trees and shrubs along the 50th street corridor along with hundreds of pounds of native grasses. We now have numerous species of wildlife such as Raptures, ducks, geese, pheasants, turkeys, deer, frogs, turtles and every other creature of wildlife. Along with my two neighbors we have approximately one hundred sixty nine acres in a wildlife habitat site. I choose Rice county because of its environmental qualities, beautiful rolling hills wooded areas limited two building sites per forty acres etc.. I cannot comprehend where a 170 foot power pole fits into to this scenario, with humming noises (my son used to live under one) questionable electromagnetic fields, they are not environmentally friendly to crucial wildlife habitation & migration, the more I imagine it the more frightening a nightmare it becomes. I would like to suggest finding another route maybe a four lane freeway to follow rather than a gravel road so narrow two cars can hardly past safely. As I have recommended in the past maybe underground I have read that Europe has 98 % under ground recent power lines. In areas in Europe it has taken over ten years and they can't get overhead lines approved, especially where they overlap countries. If they can afford it why can't we? Why not let the people that use the electricity help pay the costs rather than on the backs of a few unfortunate land owners by not paying them there actual losses. Or maybe using a portion of Excel Energies 2008 \$643,000,000 profit, or asking them to control their outrages expenses such as there private jet aircraft..

That brings up another subject eminent domain and utilities being exempt, why not wait until representative Bly's HF1182 proposal is concluded before we advance any new utility projects. At a energy informational meeting in October 2009 at the state capital a licensed attorney a officer of the court testified he contacted landowners at random that had recent dealings with a utility companies and all five of those contacted felt they were threatened, harassed, lied too and ended up getting screwed over their dealings with the utility companies. After the two energy informational meeting that I have attended I came to the conclusion that there being two classes of utilities, non-profit municipal (water and sewer) and for profit (electricity power and gas, oil). It seems when the legislation was changed in 2006 the for profit utilities were afforded the same exempt status as the municipal non profit utilities. It seems that Municipal utilities (water & sewer) and for

15a.

(See response to FEIS ID#1g)

15b.

(See response to FEIS ID#2e)

FROM : WUNDA WIEVE CARPETS

PHONE NO. : 9526524041

NOV. 30 2009 10:21AM P1

profit (electricity and gas) should not be both exempt only non profit municipal utilities. The same attorney his wife also a attorney contacted all the local major law firms that specialize in new utility projects and all claimed to be representing a utility so there would be a conflict of interest to represent a landowner. Bottom line a landowner can't even be represented by a qualified attorney with out going out state to represent them against a utility. Another subject that needs to be addressed is the private air park "Sky Harbor Air Park" located on 50th street west, with its seventy heavily used aircraft, helicopters, low flying air balloonists, along with Medivac and public law enforcement authorities use the field as charted emergency uses. With the high power lines and poles this potentially could become a deadly hazard for the air park as well as the entire residential community.

In addition to the above mentioned items the 50th street alternate route has numerous dairy farms, horse ranches and cattle facilities making Rice county a very poor choice for the power line. We urge you to make the right decision and do not route the CAPX 2020 POWER LINES THROUGH RICE COUNTY.

Sincerely,
Duane D. Boyle
3850 West 50th Street
Webster, Mn. 55088

FROM : WUNDA WEEVE CARPETS

PHONE NO. : 9526524041

OCT. 30 2009 10:59AM P1

(See response to FEIS ID#15)

10-29-2009

Mr. Scott Ek
Office of Energy Security | Energy Facility Permitting
85 7th Place East, Suite 500 | St. Paul, Minnesota 55101-2198
Office: 651.296.8813 | Fax: 651.297.7891
Email: Scott.Ek@state.mn.us

Dear Mr. Ek,

Once again we would like to voice our very strong opposition to the CAPX 2020 power line project. Specifically, the alternate routes through Rice County identified as segment 5 (Helena to Lake Marion).

Upon reading the EIS, it is plain to see that the alternate routes through Rice County will cost considerably more funds and I feel will not solve any problems compared to the preferred line. The EIS states that the preferred route and the alternate routes disrupt the same number of homes within five hundred feet (where concern for safety is the greatest).

I purchased my acreage in 1993 after looking approximately ten years for acreage with water, a creek (Chub Creek) and rolling hills. I paid a large premium for the property because of these features. Together with the Fish and Wildlife Association we have created four wetlands (along with the three natural wetlands) for wildlife. In addition with a cost share with the Minnesota DNR we have planted over four thousand trees and shrubs along the 50th street corridor along with hundreds of pounds of native grasses. Along with my two neighbors we have approximately one hundred eighty acres in a wildlife habitat site. Rice county has always emphasized a strong environmental wildlife habitat policy, that is why we choose Rice county.

Upon purchasing the property I inquired about any covenants or restrictions concerning the property, the seller stated that only a gentlemen's agreement not to build any high structures that would create a hazard to the Sky Harbor Airfield. I purchased the land excepting the air field with all its noise etc., because it was already here. I didn't expect a one hundred seventy foot power line that was not here. I and all my neighbors that I have spoken with would have a great concern for safety having the air park with its seventy planes and a power line in this immediate area. The two do not seem to mix, it could be a huge future disaster.

In addition to the above mentioned items the 50th street alternate route has numerous dairy farms, horse ranches and cattle facilities making Rice county a very poor choice for the power line.

We urge you to make the right decision and do not route the CAPX 2020 power lines through Rice County.

Sincerely,
Duane D. Boyle
3850 West 50th Street
Webster, Mn. 55088

Page 1 of 1

Ek, Scott (COMM)

From: Kayland [kayevan@integra.net]
Sent: Friday, November 13, 2009 5:16 PM
To: Ek, Scott (COMM)
Subject: ET2/TL-08-1474

Dear Scott,

Thank you for your presentation yesterday at Lonsdale answering questions on the CAP2020X EIS. We are taking this opportunity to submit the following written comments for the record.

- 18a 1. We live a little over 200 feet from 260th St. which has become a busy road. The tree buffer that has been preserved and expanded as a barrier from traffic and noise will be reduced or eliminated by this line.
- 18b 2. The center line of the towers will be approximately 128 feet from our workshop. Since the lines themselves would be outside the towers, they would be even closer creating a noise, health and TV/radio signal hazard.
- 18c 3. Ground water levels on this hill are high, up to 6 inches below the surface at certain times of the year. Drain tile has been installed on this 40 acres except around the house and other structures. Major excavation will likely change the natural flow causing problems in the home and other buildings.
4. We buried power lines into the residence to preserve the natural beauty of this spot. Construction of this monster will completely cancel all previous efforts to preserve environmental beauty.

Sincerely,

Kayland and Virjean Call
3600 E 260th St.
Webster, MN 55088

11/19/2009

18a.

Section 6.1.5 of the DEIS addresses tree groves and windbreaks. Throughout the routing process, the applicants have indicated that they sought routes that would minimize the removal of trees, especially tree groves and windbreaks that serve a function on agricultural lands and rural farmsteads. The applicants have indicated they would look for opportunities to avoid tree groves and windbreaks to the greatest extent possible. This may entail crossing the road in areas in an attempt to avoid tree groves and windbreaks.

A specific route for the proposed transmission line has not yet been selected. Should a route permit be issued and a route selected, the applicants would typically be required as a condition of the permit to work with the landowners, townships, cities, and counties along the route to accommodate their concerns regarding tree clearing, distance from existing structures, drain tiles, pole depth and placement in relationship to existing roads and road expansion plans.

Should any damage occur the applicants are typically required by route permit conditions to fairly reimburse landowners for any

damage including, but not limited to, yard/landscape damages, structure/fence damage, crop damage, soil compaction, or drain tile damage sustained during construction or maintenance activities.

18b.

Section 6.1.2 of the DEIS addresses the issue of noise with regards to the proposed transmission line. Transmission lines can indeed produce noise under certain conditions. The level of noise however depends on conductor conditions, voltage level, and weather conditions. In foggy, damp, or rainy weather, transmission lines can create a crackling sound due to the small amount of electricity ionizing the moist air near the conductors. Modeled worst-case noise levels would be below applicable state standards. Modeled noise levels for the structure types that would be used for the project are shown in Table 6.1.2-3 of the DEIS.

Section 6.4 of the DEIS describes Electronic Device Interference as it relates to the proposed transmission line.

18c.

Depending on soil conditions holes five to seven feet in diameter are drilled or excavated to depths of 30 feet and greater and the poles are either directly embedded or are bolted to a backfilled concrete foundation. Construction of the transmission line structures will not have an impact to area hydrogeology or groundwater quality. Section 5.0 of the DEIS provides further detail on the construction of the transmission structures.

Should any damage occur the applicants are typically required by route permit conditions to fairly reimburse landowners for any damage including, but not limited to, yard/landscape damages, structure/fence damage, crop damage, soil compaction, or drain tile damage sustained during construction or maintenance activities.

Page 1 of 2

Ek, Scott (COMM)

From: Steve Cary [jscary3@gmail.com]
Sent: Sunday, November 29, 2009 11:33 PM
To: Ek, Scott (COMM)
Subject: Fwd: Delivery Status Notification (Failure)

Forwarded conversation

Subject: **ET2/TL-08-1474**

From: **Steve Cary** <jscary3@gmail.com>
Date: Sun, Nov 29, 2009 at 11:17 PM
To: scott.ek@stste.mn.us

DEAR MR. EK:

BEING A LANDOWNER IN SECTIONS 5 AND 6 OF ARLINGTON TOWNSHIP, SIBLEY COUNTY, I WAS VERY SAD AFTER ATTENDING THE MEETING AT HENDERSON AND HEARING ALL THE PEOPLE TALK ABOUT HOW THEIR PROPERTIES WERE BEING DESTROYED BY THE POWERLINE. AFTER STUDYING IN GRATER DETAIL, IT SEEMS THAT WE ARE BRINGING POWER-AT LEAST A LARGE PORTION FROM ANOTHER STATE-ACROSS OUR STATE'S PRIME FARMLAND AND HABITAT AREAS ALMOST TO THE EASTERN BORDER-A GOOD PORTION WHICH WILL GO TO ANOTHER STATE. SOME OF THE PRIME BENEFACTORS ARE TH UTILITIES IN SOUTH DAKOTA AND THE BUSINESSES AND RESIDENTS OF WISCONSIN. THERE ARE NO BENEFITS TO THE PEOPLE THAT HAVE PROPERTIES BEING ALTERED OR EVEN DESTROYED.

MY FAMILY, AS WELL AS SOME OF OUR NEIGHBORS HAVE HAD THEIR PLACES SINCE THE 1860S THERE HAVE BEEN OTHER EASEMENTS SUCH AS ROADS AND DITCHES BUT THERE WERE ALSO BENEFITS ASSOCIATED WITH THESE. THE CAPX GROUP SHOULD PAY DEARLY NOT ONLY FOR THE RIGHT OF WAYS, BUT ALSO FOR RUINING THE AESTHETICS OF THE LANDS WITH THE AWFUL VIEWS OF THE POWERLINES.

ORIGINALLY THERE MUST HAVE BEEN SOME GOOD REASONS FOR CALLING THE "PREFERRED ROUTE THE "PREFERRED ROUTE". NOW SOME ARE REFERRING TO THESE AS THE "SOUTH ROUTE" AND THE "NORTH ROUTE". AND NOW WE HAVE THE "NORTH/SOUTH CORRIDORS". THOSE OF US ALONG THE ALTERNATE ROUTE WERE COMPLACENT-WE SHOULD HAVE RAISED OBJECTIONS A LONG TIME AGO. THOSE OF US ALONG THE NORTH SOUTH CORRIDORS HAD NO CHANCE. WE DIDN'T KNOW UNTIL OCTOBER 2009..

BEING A CONSERVATIONIST I TOO UNDERSTAND HOW THE GROUP TRYING TO SAVE BUCKS LAKE FEELS. BUT AS A LANDOWNER WHO HAS REMOVED MANY ACRES OF PRIME FARMLAND FROM TILL AND PUT IN HABITAT PROGRAMS SUCH AS RIM AND CRP AND FILTER STRIIPS ALONG HIGH ISLAND CREEK AND ITS TRIBUTARY DITCHES, I'M DEVASTATED THAT EFFORTS TO RESTORE NATVE HABITAT AND PRAIRIE NOW FACE ANOTHER OBSTACLE. WE ALSO HAVE SEEN BOTH BALD EAGLES AND GOLDEN EAGLES IN OUR AREA IN RECENT YEARS, AND WILD TURKEYS AND A COMEBACK OF PHEASANTS AND SOME WATERFOWL. WE WOULD LIKE TO KEEP THIS AREA FREE OF THIS POWERLINE.

MY HOPE WOULD BE THAT THIS PROJECT BE STOPPED. NO PREFERRED ROUTE OR ALTERNATE ROUTE. THERE ARE NO BENIFITS TO THE PEOPLE ALONG THE WAY, AND NOT THAT MANY TO THE

11/30/2009

20a.

Section 6.12.2.1 (Wildlife Overview) provides that mitigation of avian collisions would involve avian-safe design and siting practices, including marking shield wires with bird flight diverters and/or selecting suitable structures that can reduce opportunities for collisions and electrocutions. In addition, modern electrical transmission conductor is thicker and at a voltage of 345kV, consists of two spiral-wrapped units that add visual depth to the lines. Collision impacts to birds can also be reduced by shielding lines with vegetation or topographic features. The applicant will likely be required to work with Minnesota Department of Natural Resources (DNR) and United States Fish and Wildlife Service (USFWS) to identify key avian-use areas where installation of BFD during stringing of shield wires would likely minimize future collision impacts.

Page 2 of 2

STATE OF MINNESOTA. OUR COUNTY COMMISSIONERS, BOARDS, STATE REPS AND SENATORS SHOULD HAVE STOPPED THIS CRAZYNESS BEFORE IT GOT GOING.

SINCE IT'S PROBABLY TOO LATE TO STOP, THE TRANSMISSION LINE SHOULD FOLLOW ITS ORIGINAL "PREFERRED ROUTE". THE CAPX GROUP SHOULD BE MADE TO USE METHODS THAT LOWER THE IMPACT TO WILDLIFE SUCH AS EAGLES. OTHER STATES AND COUNTRIES HAVE MODIFIED TOWERS WITH PERCHES AS WELL AS DIFFERENT WIRE PLACEMENT TO PREVENT ELECTROCUTION OF THESE BIRDS. THESE EFFORTS AND METHODS SHOULD BE IMPLEMENTED NO MATTER WHERE THE POWERLINE GOES.

THERE IS ALSO A VARIATION TO THE PREFERRED ROUTE LISTED OR REFERRED TO AS "4P-04". THIS COULD HELP MINIMIZE IMPACT AT THE BUCKS LAKE CROSSING. BUT WHERE EVER THE MINNESTOA RIVER CROSSING THERE WILL BE AN IMPACT ON THE SURROUNDING WILDLIFE HABITAT. IT WILL PROBABLY HAVE AN EQUAL IMPACT ON PRAIRIES AND FARMLAND AS WELL.

STEVE/MARY CARY
5876 STONEYBROOK DR.
MINNETONKA, MN 55345
952-949-2886
JSCARY3@GMAIL.COM

From: **Mail Delivery Subsystem** <mailer-daemon@googlemail.com>
Date: Sun, Nov 29, 2009 at 11:17 PM
To: jscary3@gmail.com

Delivery to the following recipient failed permanently:

scott.ek@stste.mn.us

Technical details of permanent failure:
DNS Error: Domain name not found

----- Original message -----

MIME-Version: 1.0
Received: by 10.204.151.209 with SMTP id d17mr4044740bkw.120.1259558254163;
Sun, 29 Nov 2009 21:17:34 -0800 (PST)
Date: Sun, 29 Nov 2009 23:17:34 -0600
Message-ID: <4bd66db60911292117u7c2d76fbgd7b85baa819551a1@mail.gmail.com>
Subject: ET2/TL-08-1474
From: Steve Cary <jscary3@gmail.com>
To: scott.ek@stste.mn.us
Content-Type: multipart/alternative; boundary=0015175d67ec50388104798fc27f

11/30/2009

Powerline from S.D. to Hampton

Page 1 of 1

Powerline from S.D. to Hampton

mbchris [mbchris7@redred.com]

Sent: Monday, November 30, 2009 11:57 AM

To: Ek, Scott (COMM)

Mr. Scott Ek:

I am writing in regards to the Brookings to Hampton transmission Line.

We live and farm in the area northeast of Morgan in Eden Township, Brown County. My elderly parents are retired and live in Brown County, Eden Township, in the northeast 1/4 of Section 6. See CapX2020 photo number Tile 9. One of our 2 sons, ages 25 and 20, has plans to live, and farm that farm some day.

My wife and I live and farm in Section 5 in the Southeast 1/4 of Eden Township.

We would be very much opposed to any of the modified preferred routes as well as any routes labeled "Scoping Decision Alternatives".

21a While attending many of the transmission line meetings, we are always led to believe that the health affects from living near the high voltage transmission lines are minimal to none. But when talking to a Medical Doctor, we are told that this is not the case. Our Doctor has said that "body fatigue" is certainly one thing to be expected while living within 1/4 to 1/2 mile from a 345 KVV line.

We have no documentation to back up our concerns, and likewise, the CapX2020 people have no documentation to back up their reply to our concern. We would hope that the Department of Commerce would take our concerns under consideration.

Thank you.

Milo, Jr. and Barbara J. Christensen

21a.

(See response to FEIS ID#2a)

Information provided in the DEIS regarding health issues should not take precedence over recommendations by your personal or family physician.



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Larry Coffing
Address: 4920 W 50 St Farm address
City: Webster State: MN ZIP: 55057

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

page 7-142 Brookings Book 345 Oct 2009
Organic Dairy Farm not listed in this Book.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Larry Coffing Date: 11-12-09

23a.

Organic dairy farms are identified on Land Use Compatibility Map 7.5-15 in the DEIS. Organic farms are designated on the maps with a red asterisk but were not indicated in the map legend. Map 7.5-15 and legend have been updated and are available in Appendix C map FEIS ID#23.

23a

Sky Harbor airspace safety objection to local powerlines

Page 1 of 1

Sky Harbor airspace safety objection to local powerlines

Sam Deering [samdeering@qwestoffice.net]

Sent: Monday, November 30, 2009 6:30 PM

To: Ek, Scott (COMM)

Mr. Scott Ek

November 30, 2009

Office of Energy Security and Energy Facility Planning
85 7th Place East, Suite 500
St. Paul, MN 55101-2198

Cc: Ms. Stephanie Strength
Environmental Protection Specialist
USDA, Rural Utilities Service
1400 Independence Avenue S.W. Stop 1571
Washington DC 20250-1571

Dear Mr. Ek –

This letter is being written in objection to the proposed reroute / or use of the alternate route published recently for the CapX2020 project. As it understood, the reroute of the CapX2020 Brookings to Hampton line will bring the 200 foot towers within 1/2 mile barrier of Sky Harbor Airpark (1MN8) located in Webster MN. This private/public airport houses over 70 registered aircraft and operates as one of Minnesota's largest in terms of aircraft on field aircraft.

The proposed alternate route places these towers Directly into the Published Airport Traffic Pattern of the state's largest residential airpark. We as aviators recognize this as both a significant and unacceptable risk to lives by placing these lines in such close proximity to operating aircraft such as Ultra lights, Hot Air Balloons, Light Singles, and other low performance aircraft.

24a Additionally, it should be noted that per both FAA and Minnesota Regulations, any such development within a navigable airspace as presented in Federal Aviation Regulations, 14 CFR Part 77 would and does require federal review and review of the existing state and local airspace regulations. As listed in FAA Advisory Circular (AC) 150/5190-4A, Model Zoning Ordinance to Limit Height of Objects Around Airports I believe that the proposed alternate rerouting has not addressed these critical safety issues to navigable airspace around 1MN8, Minnesota Sky Harbor Airport.

It is the purpose of this letter to convey both the danger and the hazard to navigation that these towers would impose upon one of the state's largest aircraft bases. On a personal basis, I do not believe this to be in Webster, MN, Rice County, or it's residence best interest and would like to add my official objection to this project.

Respectfully Submitted

Hartland W. Deering, Jr.
4372 Cass Ct.
Sky Harbor Airpark
Webster, MN 55088

<https://webmail.state.mn.us/owa/?ac=Item&t=IPM.Note&id=RgAAAADorgEoXrmgT6NvkGn0VKroB...> 11/30/2009

24a.

Section 7.5.4.9 of the DEIS addresses potential impacts to Sky Harbor Airport.

Nov 30 09 02:06p

Francois and Becky Engels

507-872-6541

p.7



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 (t) 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: John E. DeSmet

Address: 1229 - 310

City: Minnetonka State: Mn ZIP: 55204

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (KV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

I do not feel that this route should go through as proposed. It will be a lot less sensible than the originally planned route. The changed route will be cutting through the middle of farm fields where the poles will need to be farmed around. 3 1/2 miles of this route does not follow any road, 2 miles borders DNR land, 1/2 mile is over a row of trees.

27a

It is very unfair that we did not receive notice of the proposed changes. Rather a neighbor learned of them and informed us. We should have had more time to respond, not been pushed to the last day.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: John E. DeSmet Date: _____

27a.

This is a process question. A letter dated September 15, 2009, was sent out to landowners located along newly identified alternative route segments. OES records indicate this letter was sent to John E & Marlene DeSmet at 1229 310 St, Minnetonka, Minnesota 55264.

~~FEIS ID#29~~ ~~Interfering with the quality of life of all the residents in town.~~ ~~because it would drive up the cost and labor with more corners involved bypassing the city of Ghent.~~ ~~power lines have~~

The IP-02 route that we would be on, would be more expensive than the original preferred IP-01 route because it would drive up the cost and labor with more corners involved bypassing the city of Ghent.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature:

Michael H. Admitt

Date:

Nov 30 2009

Brian D. Sutter

Public Utilities Commission

Docket No. ET2/TL-08-1474

P. 01/04

5074283853

JV

LYON CO FARM SERVICE

PM

NOV-30-2009 02:52

29a.

(See responses to FEIS ID#31)

29b.

(See responses to FEIS ID#30)



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

**Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project**

Name: Michael H. DeSutter and Bonita DeSutter Page 2 of 4
Address: 3159 State Hwy 68
City: Ghent State: MN ZIP: 56239

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

29a

In section 7 of the Fairview town ship, next to County Road 8, the power lines could interfere with the microwave telephone transmitter tower.
There is also a major Ottertail Power line that runs along County 8 that serves a large area.

In section 16 of Grandview Township where IP-02 route intersects with County Road 5 right at the corner, where an electric pole tower would be needed is the location of the Rural water pumping station.
One half mile west of this is the location of the non-directional beacon for the (ILS) Instrument Landing System installation in use by the Marshall Municipal Airport.
The area is directly inline for planes from Marshall to take off and land.

The IP-02 route has many home owners and families that would be directly effected living close to the power line route. There are two "narrow housing locations" along route 1P-02.

One of the narrow locations is where the IP-02 intersects Hwy 23 just south of Green Valley is the location where 3 individual families houses the would be affected by the close proximity of the power line.

On the IP-02 route there are 84 acres of wetland per 1000 feet route width has twice as many acres as the 44 acres of the original preferred IP-01 route.
The IP-02 route would be right on the border of 2 State of MN owned wildlife areas which would be more harmful to the natural wildlife environment than the original IP-01 route.

This alternate IP-02 route was not part of the original preferred route and was submitted much later than the original route.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Michael H. DeSutter Date: Nov 30 2009
Bonita C. DeSutter

Public Utilities Commission

Docket No. ET2/TL-08-1474

NOV-30-2009 02:52 PM LYON CO FARM SERVICE JV 5074283853 P. 02/04



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

**Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project**

Name: Michael and Bonita DeSutter Page 3 of 4
Address: 3159 State Hwy 68
City: Ghent State: MN ZIP: 56239

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

Many people along this route were unaware of this change until this last meeting on Nov. 17th and were very surprised that people on our route were not contacted of this change when this alternate route was submitted.

We have no idea why this route was added to a preferred route or who added it and only received the comment form to submit at the meeting on November 17th when we found out that the alternate route was changed to a preferred route.

Land owners are not getting answers to their questions. We only get referred back to read the websites and look at outdated maps that been written by the ones setting up these power lines or we are told to talk to someone else that only sends us back to the information on the website but can't answer our questions.

We would like to know why we are only allowed to submit our questions and concerns but no one will answer them.

No one has even told us why these power lines have to carry power from our side of the state to the twin cities or why they even have to pass through our area.

Thank you for taking the time to consider our concerns.

***See attached Map for view of both of our farm sites affected. Farm site 1 has power line route on 2 sides. Farm site 2 is only a few feet from high voltage power line.

map on page 4

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>

Signature: Michael H. DeSutter Date: 11.30.09
Bonita C. DeSutter

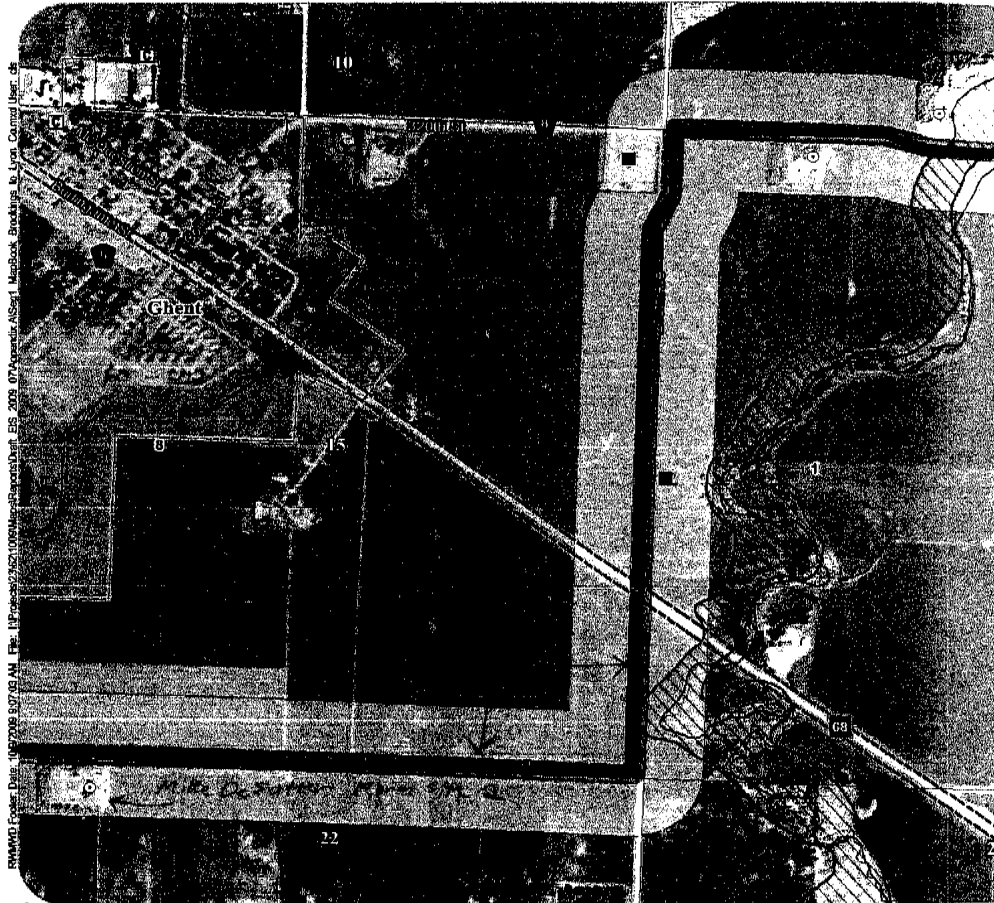
Public Utilities Commission

Docket No. ET2/TL-08-1474

Page 4 of 4

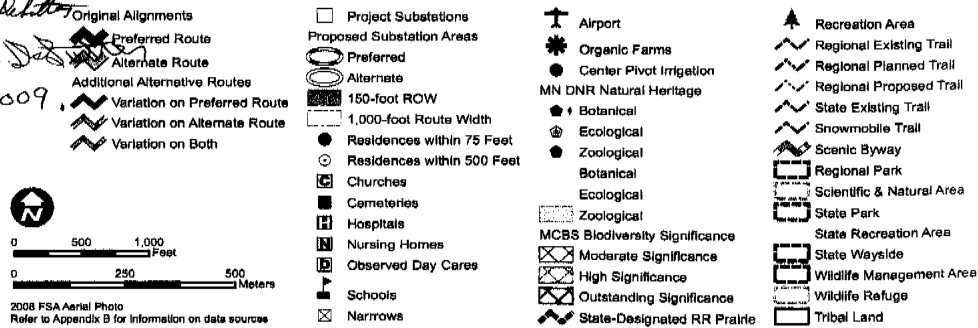
power line proposed route
IP-02

Grandview township
section 15



Michael H. Dehler
Routinized Design

Nov 30, 2009





85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 fax: 651.297.7891
www.commerce.state.mn.us

**Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project**

Name: George + Lucille DeSutter
Address: Box 227 3161 Hwy 68
City: Ghent State: Mn ZIP: 56239

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

30a Why weren't we notified after we filled out a form last year telling you would let us know what would take place. We didn't receive any notice on this new line.
30b We are not in favor of the 1P-02 line. It runs through two sides of our farm. That is located on the edge of Ghent. This will bring our property value down and not good for the town of Ghent.
30c There is also 34 acres of wet land on this route this is not good for the wild life. There are 44 acres on the other route. (1P01)
30d There is also an airport instrument landing station on this route. The line would go right over it.
There is also a hog operation along this line -
There is also a rural water station located on this line

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: George DeSutter Date: 11-30-09
Lucille DeSutter

30a.

This is a process question. A letter dated September 15, 2009, was sent out to landowners located along newly identified alternative route segments. OES records indicate this letter was sent to George and Lucille V. DeSutter at PO BOX 227, Ghent, Minnesota 56239.

30b.

(See response to FEIS ID#31f)

30c.

(See response to FEIS ID#262f)

30d.

Comments noted.



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main: 651.296.4026 fax: 651.297.7891
www.commerce.state.mn.us

**Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project**

Name: Michael H. DeSutter and Bonita DeSutter Page 2 of 4
Address: 3159 State Hwy 68
City: Ghent State: MN ZIP: 55239

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

- 31a In section 7 of the Fairview town ship, next to County Road 8, the power lines could interfere with the microwave telephone transmitter tower.
- 31b There is also a major Ottertail Power line that runs along County 8 that serves a large area.
- 31c In section 16 of Grandview Township where 1P-02 route intersects with County Road 5 right at the corner, where an electric pole tower would be needed is the location of the Rural water pumping station.
- 31d One half mile west of this is the location of the non-directional beacon for the (ILS) Instrument Landing System installation in use by the Marshall Municipal Airport.
The area is directly inline for planes from Marshall to take off and land.
- 31e The IP-02 route has many home owners and families that would be directly effected living close to the power line route. There are two "narrow housing locations" along route 1P-02.

One of the narrow locations is where the 1P-02 intersects Hwy 23 just south of Green Valley is the location where 3 individual families houses the would be affected by the close proximity of the power line.
- 31f On the IP-02 route there are 84 acres of wetland per 1000 feet route width has twice as many acres as the 44 acres of the original preferred IP-01 route.
The IP-02 route would be right on the border of 2 State of MN owned wildlife areas which would be more harmful to the natural wildlife environment than the original IP-01 route.
- 31g This alternate IP-02 route was not part of the original preferred route and was submitted much later than the original route.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Michael H. DeSutter Date: Nov 30 2009
Bonita C. DeSutter

Public Utilities Commission

Docket No. ET2/TL-08-1474

31a.

(See response to FEIS ID#4a) A map FEIS ID#31 Appendix C shows the missing tower location.

31b.

Comment noted.

31c.

The location of transmission line structures would not be determined until a permit is issued to the applicant for a route. Should a route permit be issued that includes alternative route segment 1P-02, the applicants would be required to work with local utilities during final detailed design to avoid existing utility facilities.

31d.

(See response to FEIS ID#262f)

31e.

Comment noted. The two narrow routes are identified in Appendix A on Maps SL22 and SL24.

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Brookings County - Hampton Transmission Line Project

Docket number: ET2/TL 08-1474

User Name: Michael & Bonita DeSutter

County: Lyon County

City: Ghent

Email: mbdesutter@starpoint.net

Phone: 507-428-3897

Impact: From Michael & Bonita DeSutter Grandview Township Section 15 south of Ghent, MN.

We are opposed to the IP-02 line routed on 2 side's, the South and also East side of our farm.

We feel that it is not fair that we have to endure 1.4 miles of high voltage power lines surrounding 2 sides of our farm.

Receiving high voltage on 2 sides of our farm is very concerning knowing that documented health issues have been proven from high voltage power lines. No one can prove to us that there is no health side effects and when researched there is a lot of information proving that it does. Humans get cancer, animals die and are affected, cover up stories linked to high voltage medical issues, known health issues with people living up to a mile of high voltage power lines. We don't want to be forced off our farm for fear of health issues because we are surrounded on 2 sides with high voltage power lines running through our century farm after our family worked hard 100+ years to build it up to what we can call home today. Future plans to have a home built on our other farm site will be impossible with the high voltage power lines built only a few feet from where the house would be built.

We are opposed to having these power lines close to us due to health concerns for our family and neighbors, quality of life, and it has been proven over and over that high voltage power lines would decrease our land values. Our farm has been in our family for over 100 years, has been declared a century farm which we want to preserve for our descendants. Our family is trying to "Go Green" to improve the environment and this will

31f.

The DEIS confirms the above statements in Figure 7.1.4.11.2 and Map 7.1-12, respectively. The route alignment 1P-02 evaluated in the DEIS may encroach upon both the Tillman WMA and the Grandview WMA should a permit be issued and depending on the final alignment. The wider requested route width of 1,000 feet, if permitted, would provide flexibility when designing a final alignment in the area of these Wildlife Management Areas (WMA's).

31g.

Alternative route segment 1P-02 was introduced during the DEIS scoping period last spring of 2009. Route segment 1P-02 was introduced by Grandview Township and originally designated as P-LYN-001 in the Scoping Decision Document that was issued on June 30, 2009.

defiantly not be possible to do with high voltage power lines built on two sides of our farm.

We also live right next to the city of Ghent which has future plans for expansion and these power lines have the potential of interfering with the quality of life of all the residents in town.

The IP-02 route that we would be on, would be more expensive than the original preferred 1P-01 route because it would drive up the cost and labor with more corners involved bypassing the city of Ghent.

In section 7 of the Fairview town ship, next to County Road 8, the power lines could interfere with the microwave telephone transmitter tower.
There is also a major Ottertail Power line that runs along County 8 that serves a large area.

In section 16 of Grandview Township where 1P-02 route intersects with County Road 5 right at the corner, where an electric pole tower would be needed is the location of the Rural water pumping station.

One half mile west of this is the location of the non-directional beacon for the (ILS) Instrument Landing System installation in use by the Marshall Municipal Airport.
The area is directly inline for planes from Marshall to take off and land.

The IP-02 route has many home owners and families that would be directly effected living close to the power line route. There are two "narrow housing locations" along route 1P-02.

One of the narrow locations is where the 1P-02 intersects Hwy 23 just south of Green Valley is the location where 3 individual families houses the would be affected by the close proximity of the power line.

On the IP-02 route there are 84 acres of wetland per 1000 feet route width has twice as many acres as the 44 acres of the original preferred IP-01 route.

The IP-02 route would be right on the border of 2 State of MN owned wildlife areas which would be more harmful to the natural wildlife environment than the original IP-01 route.

This alternate IP-02 route was not part of the original preferred route and was submitted much later than the original route.

Many people along this route were unaware of this change until this last meeting on Nov. 17th and were very surprised that people on our route were not contacted of this change when this alternate route was submitted.

We have no idea why this route was added to a preferred route or who added it and only received the comment form to submit at the meeting on November 17th when we found out that the alternate route was changed to a preferred route.

Land owners are not getting answers to their questions. We only get referred back to read the websites and look at outdated maps that been written by the ones setting up these power lines or we are told to talk to someone else that only sends us back to the information on the website but can't answer our questions.

We would like to know why we are only allowed to submit our questions and concerns but no one will answer them.

No one has even told us why these power lines have to carry power from our side of the state to the twin cities or why they even have to pass through our area.

Thank you for taking the time to consider our concerns.

Michael & Bonita DeSutter
Grandview Township Section 15

Mitigation: We don't feel it is right to even have these power lines affect people in our side of the state.

The original preferred route IP-01 would have the least amount of impact in this area.

Submission date: Mon Nov 30 13:49:23 2009

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Michael H. DeSutter & Bonita DeSutter
Address: 3159 State Highway 68
City: Ghent, State: Minn ZIP: 56239

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

Dear Scott,

This letter of comments is in regard to the 345 KV transmission line from Brookings County South Dakota to Hampton Minnesota.

On this IP-02 route on 310th street of Lyon County one mile west of County Road 5 in section 16 of Grandview Township there is a non directional beacon for ILS (Instrument Landing system) installation in use by the Marshall Municipal Airport. This area is directly in line for planes from Marshall to take off and land.

We are also very concerned of the health issues, cancer, etc caused by high voltage transmission power lines surrounding 2 sides of our farm.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Michael H. DeSutter Date: Nov-21-2009
Bonita C. DeSutter 11-21-2009

32a.

Section 7.1.4.9 of the DEIS addresses potential impacts to airports in this area of the proposed route. It was determined that there would be no impacts to the protected air space associated with airports and landing strips in this area which includes West Johnson Field, Mulder Field, and Southwest Minnesota Regional Airport in Marshall.

32b.

(See response to FEIS ID#2a)

Nov 30 09 03:25p

Francis and Becky Engels

507-872-6541

p.1



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

**Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project**

Name: Ione Engels
Address: 308 E Division ST
City: Ivanhoe Minn State: MN ZIP: 56142

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (KV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

37a

This proposed route should not be placed on the route that is now being proposed. It will cut right through farm fields, down the border of DNR land, and over about a half mile of trees. The original route followed roads, which is a much more sensible plan.

We received no notice of the planned route change and were only made aware of the new route because a neighbor called us this morning. We should have had notice with time to respond.

I am the owner of the SE 1/4 of Sec 13, Limestone Twp., Lincoln Co.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Ione Engels Date: 11-30-09

37a.

This is a process question. A letter dated September 15, 2009, was sent out to landowners located along newly identified alternative route segments. OES records indicate this letter was sent to Ione Engels at 308 E Division Street, Ivanhoe, Minnesota 56142.

Nov 30 09 02:04p

Francis and Becky Engels

507-872-6541

p.3



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 ttx: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

**Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project**

Name: Becky Engels
Address: 2879 Co Hwy 17
City: Minneota State: MN ZIP: 56264

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (KV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

Your proposed change of location for this power line is a route that should not be used. While the original line proposal followed roads, this changed route would cut through the middle of farm fields. There are 3 1/2 miles of this route where there are no roads, 2 miles of bordering DNR land, 1/2 mile over a row of trees. Why would you even consider a route that is going to cause hardship to the people farming around your poles when you had a good route that followed roads? It doesn't make sense.

Also, it is inexcusable that we were not given notice of the proposed changes when we had adequate time to respond. A mid-morning call from a neighbor on the deadline is not acceptable.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Becky Engels Date: 11-30-09

38a.

This is a process question. A letter dated September 15, 2009, was sent out to landowners located along newly identified alternative route segments. OES records indicate this letter was sent to Francis E. and Becky Ann Engels at 2879 County Hwy 17, Minneota, Minnesota 56264.

38b.

(See response to FEIS ID#38a)

Nov 30 09 02:05p

Francois and Becky Engels

507-872-6541

p.6



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Francis Engels
Address: 2879 Co Hwy 17
City: Minnesota State: Mn ZIP: 56264

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

This proposed power line would cut across open fields, where the poles would need to be farmed around. It will go down 3 1/2 miles where there are no roads, 2 miles of the route is bordering DNR property, close to 1/2 mile is positioned where there will be trees under the line. The original route followed roads, does not run through the middle of farm land, and does not border DNR land. I believe you should either stay with the original route or at least one that follows roads.

38b We should have been notified of this proposed change of routes. We should not have to have been informed by a neighbor when we had almost no time to respond. The proposed route cuts right through the middle of our farm.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>

Signature: Francis Engels Date: 11-30-09

November 24, 2009

To: Scott Ek, project manager,

Dear Scott,

39a

I live in section 35 Westerheim township on 340th St. where the proposed line is going. My house is very close to the road on the North side and I have a neighbor directly across the road to the south, Ken Vankeulen. My concern is, will this proposed line go through my neighbor's buildings? Or will it go around them? If it does go through Ken's buildings my house will be very close to the poweline on the North side of the road.

39b

The township of Grandview got together a while back and proposed a route South of 340th St. that might be a good alternative to my street since our two farm sites are in the direct path of the proposed power line. Have you considered this other proposal? When I look at the current route from Brookings, I wonder why does the line run north to 340th St. where I live and then back South again to Marshall, Mn. To me a lot could be saved in cost and environmental impact by staying in a more straight path South.

I look forward to hearing more about this matter.

Sincerely,



Bryan Engels

39a.

Section 6.1.4 of the DEIS discusses ROW requirements for the proposed project as it pertains to displacement. The section indicates that for electrical safety code and maintenance reasons, utilities would not generally allow residences or other buildings within the actual ROW easement for a HVTL. In this case, the proposed ROW is to be 150 feet wide. Therefore, any residences or other buildings within 75 feet of the ROW centerline may be displaced.

As stated in the RPA, the applicants tried to avoid residences and buildings when selecting their proposed routes. Avoiding homes would also be an important criterion for final route selection. The applicants have indicated they would look for opportunities to avoid tree groves, windbreaks, and residences to the greatest extent possible. This may entail crossing the road in areas in an attempt to avoid tree groves and windbreaks. Section 7 of the DEIS compares the impacts to residential and other structures on the various route options under consideration.

A specific route for the proposed transmission line has not yet been selected. Should a route

permit be issued and a route selected, the applicants would typically be required as a condition of the permit to work with the landowners, townships, cities, and counties along the route to accommodate their concerns regarding tree clearing, distance from existing structures, drain tiles, pole depth and placement in relationship to existing roads and road expansion plans.

39b.

Yes. Grandview Township proposed a route alternative designated as P-LYN-001 in the Scoping Decision Document and later re-named as 1P-02 in the DEIS. Route 1P-02 is discussed in Section 7.1 and the Appendices of the DEIS.

Scott Ek
Project Manager
Minnesota Office of Energy Security
85 7th Place East, Suite 500
St Paul, Minnesota 55101-7891
Scott.ek@state.mn.us

The Honorable Richard C Luis
Office of Administrative Hearings
P.O. Box 64620 600 North Roberts Street
St. Paul, Minnesota 55164-0620
Capx.oah@state.mn.us

Docket No. ET2/TL-08-1474

Greg Entinger
13589 300th Street
New Prague, Minnesota 56071
(Exactly center of Section 13, in Lansburg Township. ½ mile off of any road, along the “old” section lines.)

I have been deeply energized from the announcement of the possibility of a power line running through my area. I’m currently affected by two alternates (A-LES-001 (5A-01) and A-RIC-001 (5A-03)) of the Alternate route, (Southern Route around New Prague, MN. Between the Helena and Lake Marion Substations.) I have become aware of the two options ONLY by checking out the CapX website about a month ago. (Prior maps, it only shown the Primary and Secondary Routes.) With seeing the change on the map, I attended a meeting in Lonsdale MN on November 12, 2009. Where the procedures of the whole project was described by Scott Ek.

While sitting there, I didn’t see any of my affected neighbors. So I took it upon myself to make sure that all were aware of the possible changes to the route. While driving around for the week, stopping by everyone’s houses, an over whelming amount of people didn’t know about the possible changes, everyone thought that it was going to follow, the two chosen routes, that were previously shown on maps. Unlike some of my neighbors, I’ve lived in this location for only 1 year. (But I was born and raised on this property; I’ve build a home and moved back.) But like my neighbors, the only information that we have received in the mail has been a letter announcing the dates and locations of the Public Hearings. How is that fair? Why didn’t we all receive any information that these alternate routes were being proposed?

I’m an engineer by trade, and a farmer by heart. I look at things differently than others, so I’ve been told. I know that this power line is needed and will affect a lot of people on its route through Minnesota.

Minnesota... What are we and what do we have

- 1) 10,000 lakes, (Ok power and water is NOT a good mix.)
- 2) **We are still on of the top farming states (crops and livestock)**
- 3) **The Minnesota Great Woods is still around in the south.**
- 4) **Wild life (Deer, Pheasants, Ducks, Geese, the resurging of Turkeys)**

The true question is, how can we put in this power line without affecting a majority of these items.

Farming... (Century Farms...)

1. Following “Section Lines” is an old method. Properties have changed hands over the years so farms have been combined into one. So a lot of Section Lines are now gone, and prime farm land is to be crossed. With the construction of the power line, heavy equipment will be needed to be used, so the soil will become compacted, it will take a farmer 5-10 years to get that area back to what it once was. Talk to any farmer, their headlands next to any road produces the least amounts of grain, due to compaction from there own equipment. If the power line always followed the right-of-way of a road, there would be less impact on farmer’s crops.

Take a look at your map. The northern route is the clear choice; you are following a major road way (major in the area). There has to be cost savings with following road ways for installation and service. Everything can be accessed from the road. The Southern route has 8 miles of cross farm country, with additional 3 miles if you follow the A-LES-001 (5A-01)/A-RIC-001 (5A-03) routes. For a total of 11 miles out of 15 miles from the Helena Substation to Lonsdale.



Page 18 of Draft EIS - Section_7.5

40a.

This is a process question. A letter dated September 15, 2009, was sent out to landowners located along newly identified alternative route segments. OES records indicate this letter was sent to Gregory Entinger at 13589 300th St, New Prague, Minnesota 56071.

40b.

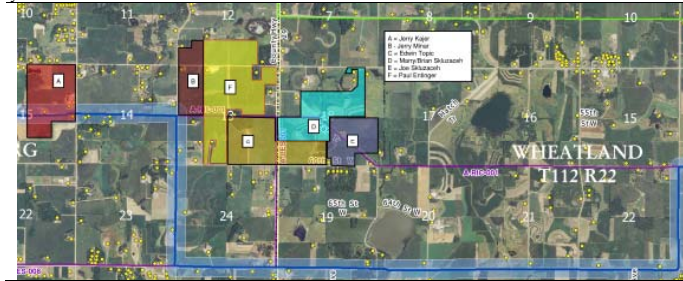
It is unclear what list the Commenter is referring to. Century farms are not included in the Scoping Decision Document or discussed in the DEIS. The Scoping Decision Document indicated that the EIS would discuss topics related to agriculture such as prime farmland, organic farms, livestock, aerial crop spraying, and GPS-based agriculture navigation systems. In addition an Agriculture Mitigation Plan (AIMP) approved by the Minnesota Department of Agriculture is included in Appendix D.

40c.

A portion of Alternative Route 5A-03 in Sections 13 and 17 of Wheatland Township would indeed be running cross-country or along field lines

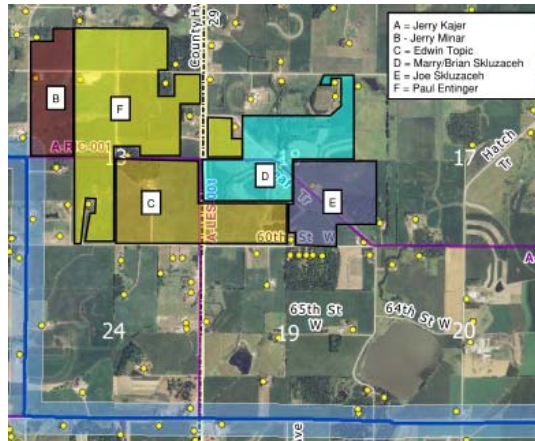
40b 2. Century Farms in just my area...

Century Farms affected by the power lines, within the Lansburg Township of Le Sueur County and Wheatland Township of Rice County that have the potential to be affected by the power lines. This is something that I hold dear and close to my heart. Generation farms are losing in the battle of survival. Let us maintain what we have. Some listed below have been established prior to having power in the area.



3. Century Farms and Organic Farms that are affected alone by the A-LES-001 (5A-01) and A-RIC-001 (5A-03) routes. (These are shown in your list of "Identification of Impacts and Issues" that needed to be avoided.)

- B. Jerry Minar
 - a. 5th Generation
 - b. Son - 6th Generation will be taking over the property and will be planning on moving the property to be "Organic" within the next 3 years. (Current crop was taken off the land, and alfalfa will be planted over the next 3 years to get all chemicals out of the soil. Once that is complete, he will start growing crops 'Organically')
- C. Edwin Topic
 - a. 2nd Generation
 - b. Daughter - 3rd Generation will be taking over the property. Her plan is to take part of the land for raising 'Organic' flowers and vegetables. Remaining of it will continue for crop production.
- D. Marry (Myles) Skluzacek
 - a. 5th Generation
 - b. Son - Brian - 6th Generation is currently running the Dairy operation and farming the land for crop production to feed the heard.
- E. Joe Skluzacek
 - a. 2nd Generation (Actually, this is the 5th Generation of Skluzacek running this property.) Joe took over this property from his father, who bought the property from his father. Which was included within Marry (Myles) Skluzacek property at one time.
- F. Paul Entinger
 - a. 1st Generation, bought the land in 1968. 41 years of operation, planning on another 15 years.
 - b. Son (Myself) - 2nd Generation will eventually take over the operation, and will instill the farming mindset within my son.



as indicated on Map 7.5-16 of the DEIS. The proposed project would actually require a 150 foot wide ROW, not 50 feet as indicated by the Commenter. ROW requirements are discussed in Section 4.4 of the DEIS.

40d.

(See response to FEIS ID#3a) Map FEIS ID#3 in Appendix C shows residences in this area and home plots that are registered with Le Seuer and Rice Counties.

Horse Farms \ Stables...

I know that this will be a big issue for both routes between Helena and Lake Marion. Question, why would you put a power line pole in a field were there will be BIG farm equipment running around it every spring and fall. Why not use the pastures for the horses to put the power poles in where the only use of the land is for the horses to graze. While a field is income to a farmer. (I have more pictures similar to the ones below.)



Minnesota Great Woods... Old Growth Woods – The remaining of the Minnesota “Great” Woods.

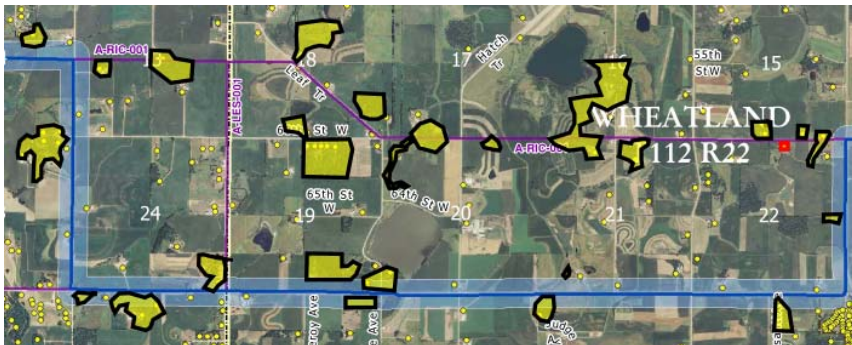
Again... Following the right-of-way of a road has less impact on the Old Growth Woods of Minnesota. Especially following the northern route from Helena to Lake Marion, highway #2 is a major road for this area, Minnesota already has the easements of the road, and the woods have already been cleared for the road. If any additional clearing would be needed, it would be kept to the minimal. Even the Alternate B-LES-008 (5B-02) to the secondary route (Highway 28, major road in the area) would be the best bet, again clearing would be kept to a minimum due to the clearing.

40c

Below are the affects of following the A-RIC-001 (5A-03) and A-LES-001 (5A-01) routes. I’ve highlighted “Minnesota Great Woods” in yellow. The highlighted areas within Sections 13 and 17, there are no roads going through these areas. They are following Old Section Lines, with what I’ve been told; a 50 foot wide area would need to be clear cut out to put in these lines and also need to be maintained for the service of the power lines.

With the going “Green” movement, I think that cutting down Old Growth is not an option.

Looking at “Tile 15” of the proposed routes, the North route has the least amount of affect on the Old Growth of woods; again, running along “right-of-way” of roads can minimize the affects of cutting down trees for power.



Wild life (Deer, Pheasants, Ducks, Geese, the resurging of Turkeys)

Wetlands...

As you can see in the map beside and the graph chart below, that there are more wetlands affected by the A-RIC-001 (5A-03) and A-LES-001 (5A-01) routes.

Along with the precious maps of the Minnesota Great Woods, clear cutting these existing woods would hurt the resurgence of the wild turkey and the existing deer herds that are around this area.

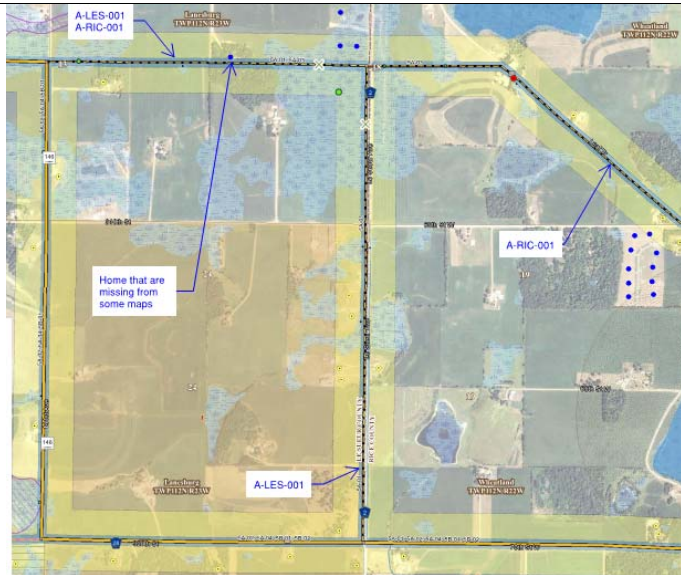
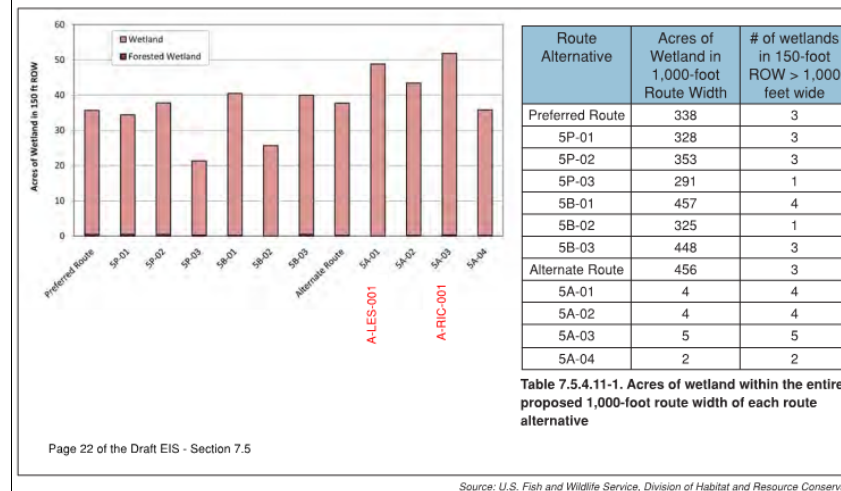


Figure 7.5.4.11-2. Acres of wetland and forested wetland within the proposed 150-foot ROW of each route alternative



Missing information on the maps and a false statement.

In the following statement A-LES-001 (5A-01); it has an incorrect statement.

A-LES-001 (Schmidt) – Connect with alternative route approximately 0.5 miles north of 310th Street and proceed east cross-country to Le Sueur Avenue. Follow Le Sueur Avenue south to 70th Street West connecting with the alternative route. This alternative may reduce the impacts to homes within 300 feet of the transmission centerline from **6 homes to 1 home**. ← INCORRECT STATEMENT

As you can see from the following map, you can see that it is incorrect, and that some additional plotted home lots will be affected. As stated in the Human Settlement, consideration of “future residential developments are planned”, nowhere have I seen any maps with the additional homes marked in blue. These lots are currently plotted with Le Sueur and Rice Counties.



Thanks for your time, and feel free to contact me at any time.

Greg Entinger
13589 300th Street
New Prague, MN 56071
Greg.Entinger@ProcessDesignPros.com
952-997-2864

Docket No ET2/TL-08-1474

Page 1 of 1

Docket No ET2/TL-08-1474

bobbie97 [bobbie97@bevcomm.net]

Sent: Monday, November 30, 2009 1:46 PM

To: Ek, Scott (COMM)

Scott Ek
Project Manager
Minnesota Office of Energy Security
85 7th Place East, Suite 500
ST Paul, Minnesota 55101-7891
scott.ek@state.mn.us

Docket No ET2/TL-08-1474

Dear Scott and Honorable Richard C Luis...

41a With the proposed changes to the Southern Route, A-LES-001 and A-RIC-001, I have not received any information about these, the only information that I have received was for the Public Hearings. I could not voice any of my concerns about these additional routes. With these two Alternate Routes from the Secondary Route from Helena to Lake Marion Substations, you will be crossing a MILE of my property cross county. There are minimal section lines, due to that I have purchased additional neighboring land over the years.

41b I have made many investments/improvements to the area of property that would be affected by the power line. That would include terracing for erosion control, (do to the hilly terrain), and tiling which gave me the "River Friendly Farmer" title from the county. For farming practices, we have been updating with technology for use with GPS. We have been harvesting with the GPS recorder for 11 years, to see crop yields and moisture, along with grid sampling our fields. With that information, we are able to put on chemicals and fertilizer to the exact areas of need, again, bettering our soil for production of crops. Farming around poles, will cause over-lapping of crops. Over-lapping of crops could cause half the yield of surrounding areas. Who is factoring in these costs, NO ONE.

41c For installation of the power lines, more damages will be done, that can't be seen by the eye. Drilling the holes for the footing, could cut right through an existing network of tile. Driving the concrete and drilling equipment to the holes will compact the soil and possibly collapse a tile. Getting compacted soil back to the way it was will take 10 or more years. Cutting across country is NOT always the best option. A lot more is affected than what people really know.

With coming across my property, you will affect (clear cut) an entire woods that I have set aside for wild life and an area for my grandkids to hunt in. Along with some property that I have given to my son, which he has already built his home in, when I retire in 15-20 years, he will be the 2nd generation to run the land that I have spent the last 41 years to improve.

Comment that I have, about the power lines. Stick to right-of-way roads, less damage will be done to the fields. Woods have already been cleared to the Right-of-Way. If the Southern Route is chosen between the Helena and Lake Marion Substations, look at the alternate route B-LES-008, so that the route will follow the road. Not cross country, which the majority of the route will be.

41d Lastly, I have to comment on is that in the A-LES-001 route will reduce impacts from the power line from 6 to 1 is a false statement. There are the same number, if not more, affected homes on this proposed route rather than sticking to the proposed southern route. What some of your maps don't show are proposed locations of homes that are on record in LeSueur and Rice Counties. A-LES-001 has two additional lots, and A-RIC-001 have those two plots along with 10+ lots for sale. Cost of those lots will decrease tremendously, if not make them unsellable.

Paul Entinger
13821 300th Street
New Prague, MN 56071
952-758-1947

41a.

This is a process question. A letter dated September 15, 2009, was sent out to landowners located along newly identified alternative route segments. OES records indicate this letter was sent to Paul R. Entinger at 13821 300th St, New Prague, Minnesota 56071.

41b.

(See responses to FEIS ID#2b and FEIS ID#2e)

41c.

Section 6.7 of the DEIS discusses land use compatibility. The DEIS points out that temporary impacts to farmland during construction include soil compaction and likely some crop damage within the ROW. The applicants would be required to work with landowners to minimize impacts to farming operations along the entire route. Also described in Section 5.0, landowners would be compensated where the transmission line crosses property. Landowners would also be compensated in the event of any crop damage, soil compaction, or damage to drain tile, fences, structures, and landscaping during construction and future maintenance.

Should any damage occur the applicants are typically required by route permit conditions to fairly reimburse landowners for any damage including, but not limited to, yard/landscape

damages, structure/fence damage, crop damage, soil compaction, or drain tile damage sustained during construction or maintenance activities. (See responses to FEIS ID#2b)

41d.

(See response to FEIS ID#3a)

Ek, Scott (COMM)

From: Apache [apache@lmic.state.mn.us]
Sent: Friday, October 30, 2009 3:25 PM
To: Ek, Scott (COMM)
Subject: Fahey Fri Oct 30 15:25:25 2009 ET2/TL 08-1474

This public comment has been sent via the form at: www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Brookings County - Hampton Transmission Line Project

Docket number: ET2/TL 08-1474

User Name: Kevin Fahey

County: Sibley County

City: Belle Plaine

Email: pedalman17@hotmail.com

Phone: 952-873-6869

Impact: My name is Kevin and my concern is the power line that you want to bless on faxon township, well for starts we already have the new pipeline north of my house and the secondary route would put power line on south of my house, and that not fair to me to have that. I'm sick of hearing about peoples complaining about the main route about wild life eagles plants and all the rest of there reasons why the main route should not be used. we all have all of that in faxon township. faxon township is the fastest growing township in sibley county. I understand that no one wants line, the best route would to follow deep ravines that can' be farmed. I work for centerpoint energy and I know what pipelines and power lines do to value of land and health affects and noise from power lines and don't tell me they don't make noise. I moved in the country to enjoy nature, not tall power lines, if this was your property you would feel the same way, my land went down in value already from pipeline. I'm going to fight this to the end, going by my place is not a option. I don't want any money from project, I just want my happy life in faxon township to stay the same. I would appreciate if you would take my concerns serious. sincerely Kevin Fahey 10-30-09

Mitigation:

Submission date: Fri Oct 30 15:25:25 2009

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

42a.

(See response to FEIS ID#10b)

(See response to FEIS ID#2a)

(See response to FEIS ID#18b)

42a

Nov 30 2009 3:48PM PUBLIC#HOUSING#COMMISSION 507 537 7084

p. 2



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4020 cell: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Mark & Cindy Farrell Phone # 507-428-3483
Address: 2279 Co. Rd 8
City: Grant State: MN ZIP: 56239

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities. Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

Impact: The major issue we have is the adverse affect that these powerlines will have on our health, quality of life, the health of our pets, and the resale value of our building site. Our home is located in Lyon County, Granducan Township 13. It is very unacceptable to have these powerlines run across our lawn & so close to our house. We are very concerned about the noise generated by these power lines, as to comfort of enjoy our home & deck & lawn. We have already two sets of smaller power lines running down County Rd 8, we donot need another to hookot at our windows and off our deck.

We have a huge concern on wild life, as we have a creek as one of our boundaries, we have to sit on the deck any time of the day to watch or listen to all sorts of wildlife, it will not be Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>

Signature: Mark Farrell Date: 11-30-09

page (1)

43a.

(See response to FEIS ID#39a)

Nov 30 2009 3:48PM PUBLIC#HOUSING#COMMISSION 507 537 7084

p. 3



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 ext: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: _____
Address: _____
City: _____ State: _____ ZIP: _____

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

43a This same with the power lines.
We moved out of the city of Marshall to Hwy 10 power.
the wide open area, we feel we would lose all these
if the power lines were to be set on the town.
We have a small frontage that runs along Hwy Co Rd 8.
If a power line stand were to be built it would cover
most of the town area, we have a Hwy ditch, a drainage
ditch, power lines, where the work would they put the
power line on top of our Builings.
We asking that the County Rd 8 Alteration not be covered
at all, as you have a proposed line and a second choice.
Thank you.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the
subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>

Signature: Mark Paul Date: 11-30-09

page 2



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Eugene Fuchs
Address: 30263 320th Ave.
City: Margon (Elen Twp.) State: MN ZIP: 56266

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

44a

Airstrip south of alternate - Sec. 20
N-S Do a lot of flying
On property, already have a powerline along CR 8 (N-S)
and buried telephone

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: _____ Date: _____

44a.

It appears from aerial maps that the north end of the private airstrip would be at least 11,000 feet south of alternative route segments 3P-03 and approximately 18,000 feet from the applicants' preferred route. Map FEIS ID#44 in Appendix C shows the location of the airstrip with respect to 3P-03.

Updated/Final Response regarding Draft EIS ET2/TL-08-1474

Page 1 of 1

Updated/Final Response regarding Draft EIS ET2/TL-08-1474

shirleygassman@aol.com [shirleygassman@aol.com]

Sent: Monday, November 30, 2009 2:33 PM

To: Ek, Scott (COMM)

I have followed this process for many months and would like to reaffirm that initial concerns raised on placement of the line directly south of New Prague crossing sections 15 and 16, are concerns that I and my neighbors are still questioning today. Placing several miles of line that would cross the middle of sections, some following property lines, some not, and adding more miles to the overall project should be a red flag that this is not a good route option. I heard neighbors speak up who built in the middle of a section to remain isolated from roads, neighbors, power lines and maintain a co-existence with nature in a woods. Many paid premium dollars to buy secluded property not anticipating a 345 KV line would affect them. Many of them paid to bury all lines when they built their homes in these secluded areas.

45a Additionally, the two daycare businesses, one to the east owned by Nate and Anna Hoy, and one to the west owned by Tammy Kajer, would definitely be negatively affected.

Any placement of lines should be given a high priority to utilize existing right of way corridors. Anyone who lives near a highway or other right of way knows the potential for upgrades to utilities, etc. is a reality they may face at some time in the future.

45b The area of property I own with family members is located at 30584 State Hwy. 13. While the house is rented, we actively farm the land. The grain bins, fuel barrels, 1000 gallon LP tank, grain drying system and metal storage bins are located to the north of the house, much closer to the actual location of where the line would run. Safety concerns are many, including access to the metal bins during harvest (at many times during inclement weather and at night), running the crop dryer, fueling combines, tractors. There are also numerous metal storage buildings on the property, north of the house.

I do not wish to de-emphasize the loss anyone faces who is affected by the placement of these lines; however, as a farmer and a business person, the potential devaluation of my entire farm has an enormously huge impact. This area surrounding my property is prime ag land with a number of century farms. The placement of this line affects the best drained and most productive of all my acreage on both sides of my property on Hwy. 13. It will severely limit my access to the remainder of my property and leave me the less desirable or unsuitable property should I or a family members chose to build a home or expand our current building site.

How do you put a price on what would forever change my property for future generations who would inherit this land from my great grandparents.

I know this is not relavent to the scope of your responsibility, but I have learned through this process that energy use is down, Minnesota seems to be the racetrack of power lines from west to each in the US. Energy companies are pushing these lines because it's a profitable business, but at what cost for those directly affected and for the future of our children and future generations. If we could see ahead 20, 30 or more years, what regrets will we as a society have for what we have done to one of our most precious resources, the land upon which we all ultimately depend upon for our own survival. To summarize, I respectfully request that you please utilize good discretion in any environmental concerns regarding line placement by avoiding placement of lines that cross through the middle of sections and give priority to utilizing existing right of way areas. Thank you for reviewing my concerns.

</HTML>

<https://webmail.state.mn.us/owa/?ac=Item&t=IPM.Note&id=RgAAAADorgEoXrmgT6NvkGn0VKroB...> 11/30/2009

45a.

Daycares are addressed for each segment of the proposed and alternative routes in Sections 7.1 to 7.6, as appropriate.

45b.

As provided in Section 7.1.4.1 of the DEIS, The standard practice of the applicants is to prohibit propane tanks and other flammable material storage tanks from being located within the transmission line ROW unless the tank holds fewer than 1,000 gallons. Tanks that serve residences are typically smaller than 1,000 gallons and can be maintained within the ROW. However, any tank within the ROW must be adequately grounded to minimize the risk of the tank collecting a charge that could create a spark.

There have been no reports of accidental ignition of fuel caused by spark discharges induced from transmission line electric and magnetic fields. However, it would be remiss to not address this topic, as a person performing any activity in proximity to a HVTL should always proceed with good sense and caution. There are a number of theoretical conditions that would simultaneously have to exist. Even then the occurrence of ignition would be unlikely.

For instance a person would have to be standing on damp earth while the vehicle is well insulated from the ground (dry pavement on a dry day). The pouring spout would have to be metallic and grounded, for instance, through the body of a person standing on damp earth or vegetation. Finally a spark would need to occur in the exact region where the fuel vapors and air mix to the optimal proportions. The probability of having all the conditions necessary for fuel ignition present at the same time is extremely improbable. In addition, very large vehicles (necessary to collect larger amounts of electric charge) are often diesel-powered, and diesel fuel is less volatile and more difficult to ignite. It has been concluded that the probability of a spark ignition is so low that in practice it will never occur. Fuel ignition does not pose a significant hazard and any impacts would be less than significant.

Electric Power Research Institute. 1982. Transmission Line Reference Book: 345 kV and Above. Second Edition.

As stated by the applicants in the route permit application, "There is a potential for vehicles under HVTLs to build up an electric charge. If this occurs, the vehicle can be grounded by attaching a grounding strap long enough to touch the earth. However, such buildup is a rare event because vehicles generally are effectively grounded through tires. Modern tires provide an electrical path to the ground because carbon black, a good electricity conductor, is added when they are produced. Metal parts of farming equipment are frequently in contact with the ground when plowing or engaging in various other activities. Therefore, vehicles will

not normally build up charge unless they have unusually old tires or are parked on dry rock, plastic or other surfaces that insulate them from the ground."



Paula Goodman Maccabee, Esq.

Just Change Law Offices

1961 Selby Ave., St. Paul, Minnesota 55104, pmaccabee@visi.com

Ph: 651-646-8890, Fax: 651-646-5754, Cell 651-775-7128

November 30, 2009

Mr. Scott Ek, Project Manager
Minnesota Office of Energy Security
85 7th Place East, Suite 500
St. Paul, Minnesota, 55101-2198
Fax: 651-297-7891
scott.ek@state.mn.us

RE: Brookings County-Hampton 345 kV Transmission Line Project
Draft Environmental Impact Statement
PUC Docket No. ET-2/TL-08-1474, OAH Docket 7-2500-20283-2

Dear Mr. Ek:

The following comments on the Draft Environmental Impact Statement ("DEIS") are submitted on behalf of Robert and Patricia Johnson. They reflect the prefiled testimony of Peter MacDonagh and David O. Carpenter, M.D., which testimony is attached with these comments, and the testimony of various Hampton residents and property owners in public hearings in Lakeville on Friday, November 13, 2009.

Where our comments pertain to changes in the text of the DEIS, we have also included suggested language, indicating with strike-out and underlining the recommended changes in text of the DEIS. Our primary comments on the DEIS are as follows:

46a 1) Hampton Route Segment Comparison

The DEIS, in Section 7.6.5, compares the Applicants' Preferred Route on 220th Street to alternatives P6-03 and P6-06 along the entire segment of the route from Lake Marion to Hampton. This comparison tends to obscure the differences among alternatives in the local Hampton area where the routes actually differ. It is recommended that a subsection be added comparing the route impacts in the Hampton area.

The DEIS does not describe the unique land uses and land based economies in the Hampton segment of the Preferred Route, about which comments were made in the public hearing in Lakeville, including an unlicensed home child care facility, a stud farm breeding operation, a photographic studio focused on family and outdoor photography and a small plane runway in the process of Federal Aviation Administration approval, all of which are located on the Applicants' 220th Street route in the Hampton. It is suggested that these unique land uses and land based economies be discussed in the new subsection comparing route impacts in the Hampton area.

46b DEIS p. 7-183 (Add New Section 7.7 Local Route Comparisons)

7.7.1 Local Route Comparisons.

Comparison of route segments from Lake Marion to the proposed Hampton substation, although required to provide an overview of various route selections, may obscure the

46a.

While we understand the local issues associated with each route option and sub-option are important to the final route decision, the DEIS was drafted so as to compare the impacts of entire route segments between the major proposed substations in order to avoid providing an overwhelming amount of detail on such a large project. Map FEIS ID#191 in Appendix C provides an overview of the unique land uses and issues you list in this area.

46b.

It is true that some of the alternative routes are not necessarily mutually exclusive. There are numerous potential combinations of alternative route segments that could be combined with other route segments to create a single route in this area and for the entire 230-mile long line. The DEIS did not provide summary data for all these hundreds of potential route segment combinations.

46c.

These arguments for a particular route in this area will be weighed along with other information for the final Commission route decision in this route area.

Brookings DEIS Comments
November 30, 2009
Page 2

differential impacts of a proposed alternative in a smaller local area. In addition, some of the choices of route alternatives are not mutually exclusive. The selection of alternatives 6P-03 or 6P-06, for example, would be consistent with selection of either the Applicant's Preferred Route or alternatives 6P-01, 6P-04, 6P-05, 6P-07 or 6P-08 on portions of the route segment west of the Hampton area. The selection of an Alternative Route segment in the Hampton area, also, would permit adjustments of the Alternative Route in west of that segment.

46c 7.7.2 Hampton Area Segment

In the Hampton segment of the route to which alternatives 6P-03 and 6P-06 apply, either alternative significantly reduces the impacts on human settlement and on the natural environment as compared to the Applicants' preferred route on 220th Street. In this segment of the route, 6P-06 is recommended to minimize adverse impacts of the power line.

Considering impacts within the Hampton area of the route, alternatives 6P-03 and 6P-06 would substantially reduce the number of homes within 500 feet of the centerline as compared to the Applicants' preferred route. Either route would also significantly reduce the number of homes within 150 feet and within 300 feet of the route centerline.

Alternative 6P-06 would most effectively minimize impacts on the Watt Munisotaram Buddhist Temple, located on Applicants' preferred route on 220th Street. The Watt Munisotaram Temple is the only house of worship impacted by the Lake Marion to Hampton route segment and is a cultural and religious resource of significance to the Buddhist community of Minnesota and, possibly to Buddhists throughout the United States. Alternative 6P-06 is preferred by representatives of the Temple.

The Applicants' preferred route also impacts unique land uses and land based economies, including a home-based childcare, the Castle Rock Thoroughbred stud farm breeding operation and the Picture This family photography and design portrait studio, which alternatives 6P-03 and 6P-06 would avoid. A small plane runway is also in the process of FAA approval on the north side of 220th Street at 21954 Blaine Avenue in proximity to the Applicants' preferred route.

Within the route segment local to Hampton, the Applicants' preferred route on 220th Street has more significant impacts on the natural environment than alternatives 6P-03 or 6P-06. The 220th Street route requires more trout stream crossings than either alternative and impacts more acres of wetlands within the route width. The Hampton Woods, an area of outstanding biodiversity significance, would be within 500 feet of Applicants' preferred route along 220th Street, and would be approximately three-quarters-of-a-mile away from the alternative routes.

46d **2) Adverse Impacts on Property Values**

The DEIS uses information from various sources, including the Arrowhead case, to suggest a range of impacts on property values from the routing of a 345 kV high voltage power line. Based on public testimony in Lakeville, the developing public concern about health as well as aesthetic impacts of power lines and the depressed real estate economy, where buyers have multiple options to select real estate, it is strongly suggested that the range of potential impacts cited in the DEIS is understated for the Brookings CapX2020 project at this particular location and this particular time. Suggested changes to Section 6.5.2 are proposed below.

46d.

These suggested changes to the property value section of the DEIS are without supporting documentation, so no changes have been made to the EIS based on the comment.

46e.

This complex issue is addressed extensively in the hearing record (See, e.g. Carpenter testimony). The suggested changes selectively emphasize some studies over others, so the suggested changes have not been adopted in the EIS.

46f.

As noted in Section 6.2.1.4 of the DEIS, implantable medical devices such as pacemakers defibrillators, neurostimulators and insulin pumps may be subject to interference from strong electric and magnetic fields. Most of the research on electromagnetic interference and medical devices is related to pacemakers. Implantable cardiac devices are much more sensitive to electric fields than to magnetic fields. A list of possible effects on pacemakers is provided in section 6.2.1.4. It was not possible in the DEIS to provide an exhaustive evaluation of all potential implantable devices.

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DEIS p. 6-13 (6.5.2 Property Value Research, Arrowhead to Westin EIS).

This EIS reported that in Midwest states such as Minnesota, Wisconsin and the Upper Peninsula of Michigan, the average decrease appears to be between four and seven percent. The authors succinctly summarize the dilemma in the closing paragraph which states, "It is very difficult to make predictions about how a specific transmission line would affect the value of specific properties."

Since the Arrowhead compilation of the effects on property values was completed, there have been more publications regarding the health risks of EMF and more public awareness of that information through the growing use of the Internet. The current economic recession has also seriously impacted demand for real estate, allowing buyers to be more selective if there are features about a property that are unfavorable, whether due to aesthetics or a perception of health risks. Public testimony has suggested that the diminution of property values could range from 10 percent to above 50 percent, depending on view sheds, proximity of the line and easements on the property. It is likely that impacts of the Brookings CapX2020 project, in certain geographic areas, would exceed the decrease in valuation documented during the mid-1990s under different real estate conditions. The primary mitigation method for diminishment of property values, as described in Section 6.1, is to avoid residences as much as possible during route selection.

46e 3) Adverse Impacts from Electric and Magnetic Fields

Although the DEIS mentions the potential harm to livestock and human beings from high levels of electric fields documented in the DEIS, the document then minimizes the implications of its own conclusions, particularly where livestock may graze under high voltage lines or where elderly citizens may be implanted with unipolar pacemakers.

The DEIS characterizes the scientific evidence regarding the impacts of magnetic fields as a matter of popular perception on the Internet, rather than citing published peer-reviewed literature in the United States and around the world supporting the public health concern about magnetic fields from high voltage power lines. It is strongly suggested that the section on electric and magnetic fields be revised to include this scientific information. Some of the premises in the DEIS discussion are overstated, internally inconsistent or simply incorrect. In a DEIS which, generally, provides a balanced perspective on various issues, the sections on electric and magnetic fields stand out for the one-sided advocacy for an industry position, rather than public health precaution. Substantial revisions of the text of this section are suggested below.

It is also suggested that both the actual milligauss numbers at various distances from the Brookings 345 kV power line, which are visually depicted in Figure 6.2.1.2-2 and the assumptions regarding current underlying this data be verified and made more explicit. References to microwaves and certain other appliances confuse the discussion of magnetic fields with radiofrequency fields, which are also significant, but differ from magnetic fields.

In Table 6.2.1.2-2, the information on magnetic field exposure limits in the European Union may be misleading. It appears that EU standards may distinguish between "public" exposures and residential exposures. For example, for new power line installations, Switzerland enacted an exposure limit of 1 microTeslas (10 milligauss) close to homes, schools and other sensitive locations as well as requiring compliance with ICNIRP standards in places generally accessible to the public. (Electromagnetic Fields Protection, WHO Data, updated 12-Nov-2003, www.who.int/docstore/peh-emf/EMFStandards/who-0102/Europe/Switzerland_files/table_sz.htm). It is recommended that the potential difference between magnetic field standards appropriate for the general public and standards appropriate near homes be explained in the final EIS and that

Electromagnetic field impacts may vary from one implantable medical device to another and from one manufacturer or model to another. Therefore, information from the medical device manufacturer and/or recommendations by your personal/family physician should be consulted and the information provided in the DEIS regarding implantable medical devices should not take precedence over recommendations from these sources.

The maximum electric field under some sections of the proposed line do exceed levels at which older pacemaker models start to see interactions. It is true that we do not have data on how many people along the line have pacemakers or similar implanted devices. However, residences will not be within the ROW itself, so exposure at the higher levels would be limited to short periods.

46g.

(See response to FEIS ID#8a)

46h.

That data is included in FEIS Appendix B, FEIS ID#46.

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European Union guidance suggesting a precautionary approach in new power line routing be specifically referenced.

DEIS p. 6-4 (6.2.1 Electric and Magnetic Fields)

• More recent studies that used direct measurements of magnetic field exposure are divided either a very weak, or no as to whether there is a statistical correlation with adverse health affects, e.g., Savitz, et. al. 1988; London et al, 1991; Feychting et al. 1993; Linet et al. 1991.

The U.S. National Academy of Science, National Research Council 1997 report stated: “The link between wire-code rating and childhood leukemia is statistically significant (unlikely to have arisen from chance and is robust in the sense that eliminating any single study from the groups does not alter the conclusion that the associations exists.”

The 1999 National Institute of Environmental Health Sciences report stated:

“ The strongest evidence for health effects comes from associations observed in human populations with two forms of cancer: childhood leukemia and chronic lymphocytic leukemia in occupationally exposed adults. While the support from individual studies is weak, the epidemiological studies demonstrate, for some methods of measuring exposure, a fairly consistent pattern of a small, increased risk with increasing exposure that is somewhat weaker for chronic lymphocytic leukemia than for childhood leukemia.”

Some recent studies have found a statistically significant dose-dependent relationship based on proximity to high voltage power lines. (Draper et al. 2005) and between the level of magnetic field exposure and the survival of children with acute lymphoblastic leukemia. (Foliart et al. 2006; Svendsen et al. 2007).

Recent studies have correlated development of certain adult cancers with childhood residence prior to age five within 300 meters of a high voltage power line. (Lowenthal et al. 2007). A statistically significant relationship has also been found between maternal exposures to EMF during pregnancy and the risk of children ages 0-9 years developing leukemia. (Rivard et al. 2003). There is conflicting evidence of a relationship between magnetic field exposure and brain cancer in adults. (see Kheifets et al. 1995, Rodvall et al. 1998; Villeneuve et al. 2002). There is evidence for a statistically significant association between EMF exposure and neurodegenerative diseases including Alzheimer’s. (Qio et al. 2004; Feychting et al. 2003; Hakansson et al. 2003)

While there are numerous internet sites devoted to EMF dangers (whether from power lines, cell phones, or radio-frequency signals), the vast majority of experts believe that EMF from power lines does not cause leukemia or any other health problem.

In part, these Some experts argue the physical impossibility of any health effect due to such low-frequency, low-energy magnetic fields. have disputed the significance of epidemiological evidence in humans due to the fact that animal models in the laboratory have not demonstrated the development of cancer at the various frequencies of concern. One of the contributing factors may be that there is no good animal model for the disease of childhood leukemia. (Kheifets, et al. 2005). Laboratory tests have demonstrated a number of ways in which electromagnetic fields alter cell physiology and function.

46i.

(See response to FEIS ID#3a)

46j.

500 feet was used as the cut-off for residence data primarily because that is the proposed route width. The alignments shown on the DEIS maps are a “best guess” as to where the actual alignment would be along a route. It is unlikely that the final route will deviate 500 feet from this initial alignment—but possible in certain locations.

46k.

All estimates of impacts were made based on measurements from an approximate alignment. This approximate alignment was located off the road ROW using the side of the road that minimized impacts to residences. However, the final route permit does not identify an alignment only a route.

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~~▲ Toxicological and laboratory studies have not been able to show a biological mechanism between EMF and cancer or other adverse health effects.~~

. . . Electromagnetic fields created by humans include X-rays and magnetic resonance imaging (MRIs) machines, electric and magnetic passenger trains, electric cars, and cellular telephones. The general wiring and appliances located in a typical home can produce an average background magnetic fields, ~~of 0.5 mG to 4 mG, usually at levels below 1 mG.~~

DEIS, p.6-6 (6.2.1.1 Electric Fields)

No adverse effects from electric fields on health are expected for persons living or working at locations along or near the proposed Project except, as discussed below, in connection with persons using pacemakers or other devices with which electric fields may interfere.

DEIS, p.6-6 (6.2.1.2 Magnetic Fields)

We encounter magnetic fields from every-day things such as ~~radar and microwave towers, televisions, radios and computers screens, motors, fluorescent lights, microwave ovens, cell phones,~~ electric blankets, house wiring and hundreds of other common electrical devices.

There are currently no state or federal standards establishing a threshold for magnetic fields produced by high voltage transmission lines. There are a few states that have set magnetic field exposure standards (Table 6.2.1.2-1). These exposure limits were not based on potential human or environmental impact, but to maintain electric transmission systems within current levels or as benchmarks for comparing different design alternatives. There is considerable industry influence in the process of setting standards for magnetic fields and in the development and presentation of information and research regarding the need for standards to reduce human exposure.

DEIS, p.6-7 (6.2.1.2 Magnetic Fields)

The maximum calculated magnetic field on the entire length of Project would be in the areas where the transmission would be configured as a single pole 345 kV double-circuit davit arm structure (specifically Helena to Lake Marion) operating at peak conditions. The maximum magnetic field for this configuration directly beneath transmission centerline is estimated at 114.42 mG. This level and falls well below many of the national and international recognized magnetic field guidelines as identified in Table 6.2.1.2-1 but is higher than some of the levels identified in research to be associated with increased risk of adverse health impacts and may be higher than some limits in European countries.

The highest magnetic field calculated by the applicants for the edge of the transmission line ROW (75 feet from centerline) is 42.28 mG, and is also well below any of the state established guidelines for magnetic fields at transmission ROW as indicated in Table 6.2.1.2-1, yet considerably above the level identified in the WHO study to be correlated with an increase in childhood leukemia. . .

There are currently no state or federal guidelines for magnetic fields generated by high-voltage transmission lines. The Administrative Law Judge Report in the CapX2020 proceedings, adopted by the Minnesota Public Utilities Commission in on May 22, 2009 cited the concerns in the WHO report and the likelihood that the

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CapX2020 high voltage lines would exceed the levels associated with an increased risk of childhood leukemia:

“Although the WHO could not conclude that there was a causal link, there is still troubling evidence of increased risk of childhood leukemia associated with average exposure to residential power-frequency magnetic field of about 0.3 to 0.4 micro Teslas . . . This average exposure range is several times less exposure than the “Peak Magnetic Field at ROW Edge,” in milliGauss (mG), expected for the three projects. The estimated “Peak Magnetic Field at [right-of-way] Edge” is estimated to range from 0.4 mG to 92 mG, and the largest number of estimates for the various components of the projects clustered between 15 and 30 mG. The record is unclear about the distance from the proposed projects that would be required to reduce the exposure level below 0.3 to 0.4 micro Teslas. ALJ Report, Finding 404.”

DEIS, p. 6-7 (6.2.1.3 EMF Heath Effects Overview)

Some scientific review panels have generally concluded that the combined data show at best a weak association with ELF/EMF and at worst that the findings are mutually inconsistent and inconclusive. Others have stressed the need for better public health precautions to reduce EMF exposure.

DEIS, p. 6-8 (6.2.1.3 EMF Heath Effects Overview)

Where there is association suggested in epidemiological studies, it is usually very near the statistical threshold of significance. However, when these studies are repeated in a laboratory, the results have not reproduced or identified a biological mechanism to support a link between childhood leukemia and magnetic fields. The replication of field results in a laboratory setting is a basic test of scientific validity. Researchers continue to look at magnetic fields until more certain conclusion can be reached. . .

Based on in-depth review of scientific literature the WHO concluded that, “...current evidence does not confirm the existence of any health consequences from exposure to low level electromagnetic fields. However, some gaps in knowledge about biological effects exist and need further research.” Various international publications since 1996 have found statistically significant correlations between low level electromagnetic fields and adverse health impacts in children and adults. The June 2007 Fact Sheet from the World Health Organization regarding EMF reflects the conclusion that magnetic fields should retain the classification as “possibly carcinogenic to humans” due to a consistent pattern of a doubling of childhood leukemia associated with average exposure to residential power-frequency magnetic fields above 0.3 to 0.4 microTesla (3-4 milligauss).

Leukemia is the most common childhood cancer worldwide for children ages zero to 14, with approximately 2,600 cases diagnosed in the United States annually. Unfortunately, the exact cause of childhood leukemia is not known. Many suspected risk factors that have been studied and evaluated, but ultimately most children with leukemia do not have any risk factors, and as stated above, the cause of their cancer is not known at this time. In the case of high-voltage power lines as a suspected risk factor, the WHO indicates that few children have time-averaged exposures to residential 60 Hz magnetic fields in excess of the levels suspected to be associated with an increased incidence of childhood leukemia. Approximately one percent to four percent have mean exposures above 0.3 μ T and only one percent to two percent have median exposures in excess of 0.4 μ T. If there are any risks such as childhood leukemia associated with living near power lines, then it is clear those risks are very

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~~small, otherwise we should be witnessing an observable epidemic of childhood cancers. However, there is little, if any evidence of such an epidemic of childhood cancer.~~

- 46f **DEIS, p. 6-8 (6.2.1.4 Implantable Medical Devices)**
Implantable medical devices such as pacemakers, defibrillators, neurostimulators, and insulin pumps may be subject to interference from strong electric and magnetic fields. It is important for human health that their function is not be impaired. Most of the research on electromagnetic interference and medical devices is related to pacemakers. According to a 2004 EPRI report, implantable cardiac devices are much more sensitive to electric fields than to magnetic fields. ~~The earliest interference from magnetic fields in pacemakers was observed at 1,000 mG, far greater than the magnetic fields associated with high-voltage transmission lines.~~

Therefore, the focus of research has been on electric field impacts. Possible effects of electric fields on pacemakers are:

- rate increase,
- erratic pacing,
- switch to asynchronous pacing or fixed-rate pacing,
- single beat inhibition (i.e. a single beat is missed by the pacemaker), and
- total inhibition.

These effects are usually may be temporary and normal function of the device may resumes once the person is removed from the source of EMF. However manufacturers recommend that patients maintain a distance from high voltage transmission wires. Older unipolar models of pacemakers are expected to be relatively more sensitive to electric fields, with interactions starting at 1.2-1.7 kV/m. The maximum electric field resulting from the Project would be approximately twice as high as the level to which unipolar pacemakers become sensitive. Modern bipolar devices are much less susceptible to interactions with electric fields, with interaction starting around six kV/m (see Figure 6.2.1.1-1). It is not known how many persons along the proposed routes have unipolar or bipolar pacemakers or other implantable medical devices.

- 46g **DEIS, p. 6-9 (6.2.2. Stray Voltage)**
... Stray voltage has been raised as a concern on some dairy farms because it can impact animal health, operations and milk production. It is unknown what impacts stray voltage would have on stud horse breeding operations.

4) Documentation and Measurement

Much of the underlying data in the DEIS is documented in the Appendices. There are a few gaps that should be addressed before the EIS is finalized:

- 46h • Data on wetlands acreage and trout stream crossings included in the DEIS narrative and Figures 7.6.4.11-1 and 7.6.4.11-2 is not reflected in more specific data in Appendix E. This would be a helpful addition.
- 46i • Appendix E should include the number of homes which are located from 500 to 1,000 feet from the route centerline, as well as the numbers of homes located within various distances less than 500 feet from the centerline.
- 46j • Maps should also be color-coded to make a distinction between homes 500 to 1,000 feet from the route centerline and homes more than 1,000 feet away. This is salient

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since a home located just over 500 feet from a power line centerline could well have the power line in immediate proximity, depending on the route alignment later selected by the utilities.

- 46k Testimony from Craig Poorker (Rebuttal Testimony, p. 3, lines 7-17) suggests that Applicants may have estimated impacts on homes, wetlands and other features adjacent to a road by measuring distance from the center of the road, rather than from the center of the power line alignment. It would appear that the DEIS method of measurement from a proposed power line alignment would more accurately state the impacts of the power line and that measuring from the center of a road could understate impacts, particularly where there are homes or environmental features on both sides of the street. It would be helpful if the final EIS clearly explained its measurement methodology.

Conclusion

Perhaps this is not surprising in a project of this magnitude, but it appears that little route segment alternative analysis for the Brookings ultra high voltage power line was done by Applicants and that the DEIS heavily relied upon citizens to suggest potential alternatives to mitigate adverse impacts of the project on human settlement and the natural environment.

It is respectfully requested that, with the disparity of resources between individuals and small rural communities as compared to the multi-billion dollar alliances of the CapX2020 utilities that the environmental impact statement must play a role in providing information and analysis to members of the community seeking to minimize the adverse impacts of a 345 kV ultra high voltage power line on their homes, health, businesses, property values, places of worship and nearby natural resources.

We would respectfully suggest that the changes in the DEIS proposed in these comments would assist in providing a more balanced analysis and a more equitable process.

Sincerely yours,



Paula Goodman Maccabee
Attorney for Robert and Patricia Johnson

cc: Aaron Mielke, Barr Engineering (via email)

The properties (building sites, groves, and water wells) that I am writing about are on the map page CH 47 and are in the alternative route. They are located in Sections 13 and 24, Moltke Twp., Sibley County, Minnesota and are across the road from each other. I have pointed out errors in the labeling of items on the maps to representatives at several of the prior meetings.

I am concerned as I have ownership interests in both properties.

In the Summary of Draft EIS you have listed items that were taken into consideration for possible mitigation. I would like to point out the location of building sites, groves, radio transmission tower, and water wells within the 75 feet, 150 feet, and 1000 feet areas of the proposed right of way. This should be taken into consideration prior to the granting of the permit to build the power line. I will list the properties separately.

Fred Grewe Place -The property located in Section 24, Moltke Twp., Sibley County, Minnesota-South of Sibley Co Road #10 (24-113N-31W). Street address is 61601 250th St. Gibbon, Minnesota 55335. Currently, a power line (Xcel Energy) is in the place where the new line is being proposed.

47a The right of way of the proposed power line is 75 feet, 150 feet, and 1000 feet from the South side of the current power line. The following items are located within the proposed right of ways.

13 feet Edge of the wind break and goes South

86 feet North edge of a small building

120 to 150 feet grainary, grain bins, machine shed, car shed, and a shop

210 feet is a house

220 feet is a water well

255 feet is a barn

47b 275 feet is a radio transmission tower - I hold a business band radio license that was granted by the FCC. This equipment and the transmission tower are located on this property. I use this radio system in my farming operation.

325 feet is another water well

47c In summary, the entire farm site would be included in the 1000 foot right of way.

47a.

(See response to FEIS ID#39a and FEIS ID#46k)

47b.

(See response to FEIS ID#18b)

47c.

The structures and features described in the Commenter's letter would be located within the requested 1,000 foot route width of the applicant's alternate route, not the required 150 foot ROW.

Page 2

Ruth Grewe Place – Family Farm - The property located in Section 13, Moltke Twp., Sibley County, Minnesota-North of Sibley Co. Road #10 (13-113N-31W). Street address is 61596 250th St Gibbon, Minnesota. A stake marks the edge of the current road right of way. The measurements are made from this stake.

The right of way of the proposed power line is 75 feet, 150 feet, and 1000 feet from the North side of the current road right of way. The following items are located within the proposed right of ways.

75 foot comes within 25 feet of a house. Several trees are in within the 75 feet.

100 feet is a house and start of a windbreak

106 feet is a grain bin

Grain bins and grainary are located in the 150 foot right of way. Other out buildings are close to the 150 foot area. These include two large barns and a machine shed.

296 feet is a water well

In summary, the entire farm site would be included in the 1000 foot right of way.

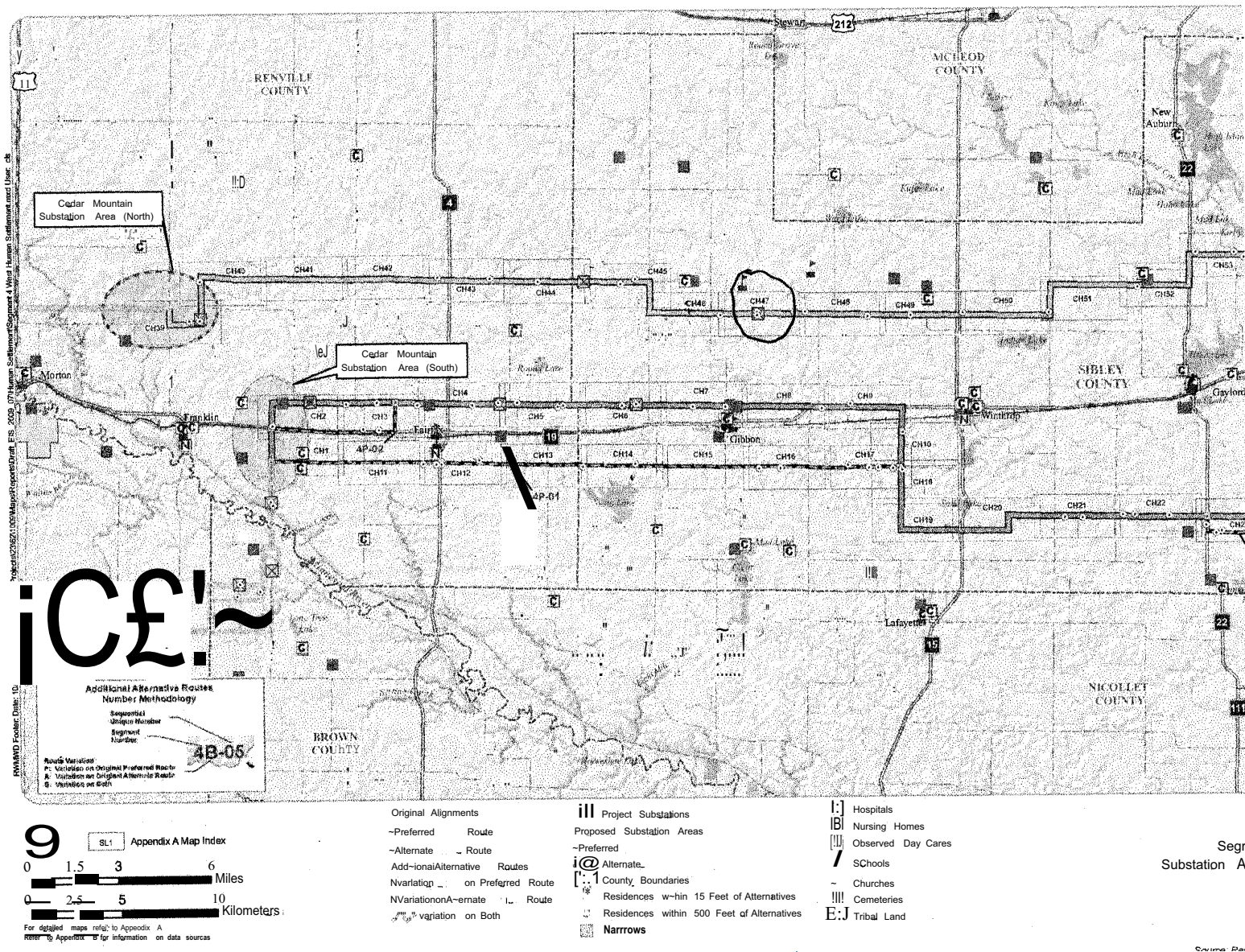
To the West of this property is a judicial drainage ditch that runs alongside Sibley Co. #10 for about 3/5 of a mile in Section 13. This ditch runs alongside the road right away.

In conclusion, the locations I have pointed out on both farm sites should be taken into consideration before the decision is made for the placement of the proposed line.

The items listed in the Summary of Draft EIS also have a direct bearing on these properties. These farm sites and land, located across the road from each other are family heritage owned and operated farms. The value of these farms will be diminished due to the location of the proposed power line.

[illegible]

Full Document
Section 7A Page 159 Map 7.4 18W
Full Document



Ek, Scott (COMM)

From: Linnea Hautman [ljhautman@means.net]
Sent: Sunday, November 29, 2009 5:17 PM
To: Ek, Scott (COMM)
Cc: Davidbly@davidbly.com; sen.kevin.dahle@senate.mn; Tim.Pawlenty@state.mn.us
Subject: Cap X - DOCKET #7-2500-20283-2

Dear Mr. Ek,

We are very concerned about how close the Cap X power lines would go to our home, if the route by our home is chose. We measured 89' from our garage and house. When you include the swath that would be taken through our beautiful woods, it would almost touch our home. We waited 20 years to build our dream house in these woods where we wanted quiet (not the buzzing of the power lines), solid trees around our home, safety and a place to walk with our future grandchildren. The power lines would destroy our dream.

48a We are also concerned about the unknown effect o the power lines on insulin pumps as Jim has type 1 diabetes. We don't want the electric shocks which are said to be similar to carpet shocks. We don't even have carpet in our home and don't want those shocks when we are outside either.

We know there is great concern about wildlife and wetlands which the DNR has been addressing. As outdoor enthusiasts (which is why we chose to build in the woods and away from other homes) and nature lovers, we totally agree but we feel the first concern should be about people and secondly about wildlife. Lines should be run in fields and other areas away from people's homes.

This whole issue has really stressed out our family. Our government should not allow this to happen to good citizens. We try very hard to save energy and are very "green" minded people in our home and on green teams at our workplace. This issue should not be unfair to us so that the power companies can make more money. We are part of the reason that Xcel and other energy companies had a nearly 12% drop in peak demand from 2006-2008 and the reductions that continue in 2009 (Xcel energy SEC filings).

We are hoping that the lower voltage lines that currently exist could be upgraded, as needed and that instead investments in smart grid technologies could be made that will carry us into the future.

Sincerely,

Linnea and Jim Hautman
11720 60th St W
New Prague, MN 56071

48a.

(See response to FEIS ID#46f) Information provided in the DEIS regarding health issues however should not take precedence over recommendations by your personal or family physician.

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Brookings County - Hampton Transmission Line Project

Docket number: ET2/TL 08-1474

User Name: Cindy Helmberger

County:

City: Lakeville

Email:

Phone:

- 50a Impact: 1. It is feasible that they run the line down county road 2, bury the line for half a mile through the city of Elko/New Market, then continue on county road 2 to the 35 W. They are burying the lines on the Hiawatha line and can certainly do the same in our area.

This should be strongly considered instead of jogging the line north of 2 onto Jonquil and then run through the middle of the sections of land. There are far fewer homes impacted if the line continue on 2 to the 35 W interstate. There are very few homes east of the city compared to running it through the township of New Market. This would cost the power companies and the rate payers much less than having to pay for new acquired Right of Ways. County Road 2 already has the Right of Way for the power lines.

- 50b 2. Prior comments submitted by all persons should be part of the final/near final draft that the PUC reads. Not just the comments sent in between 10/20 and 11/30. This will give you representation of all those that are opposed to the powerlines.

3. Note: The City of Elko/New Market does NOT own the majority of the land to the 35 W interstate. It is still in the township of New Market. This comment is made to correct the representatives of the city who made comment that it was part of the city.

- 50c 4. The system of compensation to land owners is completely unjust. Example: powerline gets Right of Way and pays say \$ 10,000 for an acre. But the landowner now has lost the ability to sell a 10 acre lot near that powerline and loses \$ 250,000. Plus the landowner has to pay the taxes on that Right of Way. The landowners deserve to be compensated to the future impact that these powerlines cause. They deserve the fullest compensation for the loss they suffer.

50a.

The feasibility of placing segments of the proposed transmission facility underground are discussed in Section 4.6 of the DEIS. There are however a substantial number of other factors that make this route less superior when compared to other similar routes. In effect, undergrounding of the transmission line through the city of Elko New Market proper would likely be the best and only way to mitigate the many potential problems. (See response to FEIS ID#1g)

50b.

The Commenter is likely referring to comment letters received during the scoping period for this project. The letters received during the scoping period (January 29, 2009 to April 30, 2009) and information generated by two advisory task forces (ATFs) were reviewed by the OES and were incorporated in to the Scoping Decision Document issued on June 30, 2009. The comments received during the scoping period are available for viewing on eDockets online at: <https://www.edockets.state.mn.us/EFiling/search.jsp> and enter at Docket Number "08" Year and "1474" Number.

5. The PUC needs to understand the financial and personal hardship these powerlines cause. Especially these mega KV lines.

6. They do NOT show the land we have in CRP as being in CRP.

Mitigation: The line should run along already existing utility Right of Ways rather than disrupting the middle of sections of land. As noted above, they should bury the line half mile through the City of Elko/New Market and then continue the line along county road 2 to the 35 W interstate.

Summary:

*Several members on the Advisory Task Force group that met in New Market, MN have proposed a modified south route that runs from the proposed "South Helena substation" and runs directly east through Rice county and into Dakota county.

*This modified south route is within the original Proposed Config. map that is in Appendix J of the CapX2020 application. Therefore, CAPX2020 has the data it needs to route the lines in that area.

*The modified south route impacts fewer homes and fewer residents directly within the centerlines and the near vicinity and townships.

*The maps that the Advisory Task Force used to propose the modified south route were the same GIS system as CAPX2020 used. So it is a very valid method used to arrive at the modified south route.

*The majority of the members on the Task Force mentioned above were in agreement on the modified south route. The PUC should review and strongly consider the modified south route.

*CAPX2020 has proposed a build up of the Lake Marion substation. The application references purchasing between 12 to 16 acres at the current Lake Marion substation. Allowing them to build up this station will only be an invitation for more powerlines. The area near this station is very populated with homes as it is one household per 2.5 acres. Such a massive substation should not be allowed near that many humans.

*Routes: the modified south route the taskforce proposed has about 60 fewer homes within 500 feet than either of the CAP X2020 proposed lines. The route through Rice County has about 110 to 114 and what CAP X 2020 proposed was between 171 and 190.

50d *It is very feasible for CAPX and the utility companies to develop a new substation south of the Lake Marion one in a less densely populated area. Then they can run distributor lines from the new south substation to Lake Marion. I know someone who spoke with a person at Great River Energy who said they could build a new substation in this area and that it did NOT need to be at Lake Marion. Having two substations in the area would make the system more reliable because if there was an issue at a sole substation, then the system does not have a back up to rely on.

*Scott county and northern Dakota county land and property values are much higher than in Rice county and the southern end of Dakota county. Powerlines running through Scott and northern Dakota is greatly devaluing the property of homeowners not only on the

50c.

(See response to FEIS ID#2e)

50d.

As identified in the Scoping Decision Document and the Lake Marion to Hampton Advisory Task Force Report the option alternative NW Alternative 1B and building a new substation south of the existing Lake Marion substation was not considered as it does not meet the stated need of the project as defined in the Certificate of Need (Docket ET-2, E-002, et al./CN-06-1115).

50e.

The applicants describe how they selected the preferred and alternate routes in Section 4.0 of their Route Permit Application dated December 29, 2008.

centerlines but all around them. This devaluation of property is far greater to these areas than the southern areas.

*Scott County Board voted unanimously on the topic of the powerlines and it is NOT for these lines in the county.

*Population: In the CAPX2020 application under Appendix F they give the population counts for these counties: LeSeur, Scott, Dakota and Rice. Their preferred route shows a population at 23,205 and their alternate route of 14,381. Why would they choose a preferred route that has that many more lives in it?

*Current and future county plans:

oScott county comp plan calls for increased residential development. It is 1 household per 8 acres and there are many areas that are 1 household per 2.5 acres.

oRice county has a 1 household per 40 acres.

50e oWhy would a consideration even be made for the proposed route through Scott county?
o

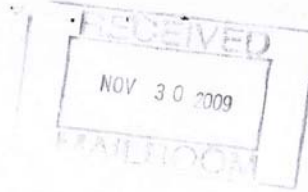
Submission date: Mon Nov 30 11:21:51 2009

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

Scott Ek, MOES
Dept. of Commerce, 85
7th Place East Suite 500
St. Paul, MN. 55101-2198



Dear Sir:

We, Francis & Lillian Hertaus live at 12102 West 60th St. New Prague, MN. 56071 on one of the CapX2020 alternate routes. We have a number of issues. Property valve of our land that we worked hard to maintain for 50 years is being threatened along with our home being less than 100 ft. from the road putting the line directly overhead.

52a Another concern is that nowhere in the EIS report does it state the health issues that will arise because the line is too close to housing.

52b Whoever did the maps showing the routes was not very accurate as to the amount of residences on the line. There is a number of homes in our area built in the last few years that are NOT on the maps. With a little further study they would find that one mile each direction from us would show them there is ¼ the residences on there.

We have developed 13 buildable country lots approved by Rice Co. which are now ready for sale.. Do we have a reason to be upset?

Lastly they should take the shortest route to Hampton and save millions of dollars.

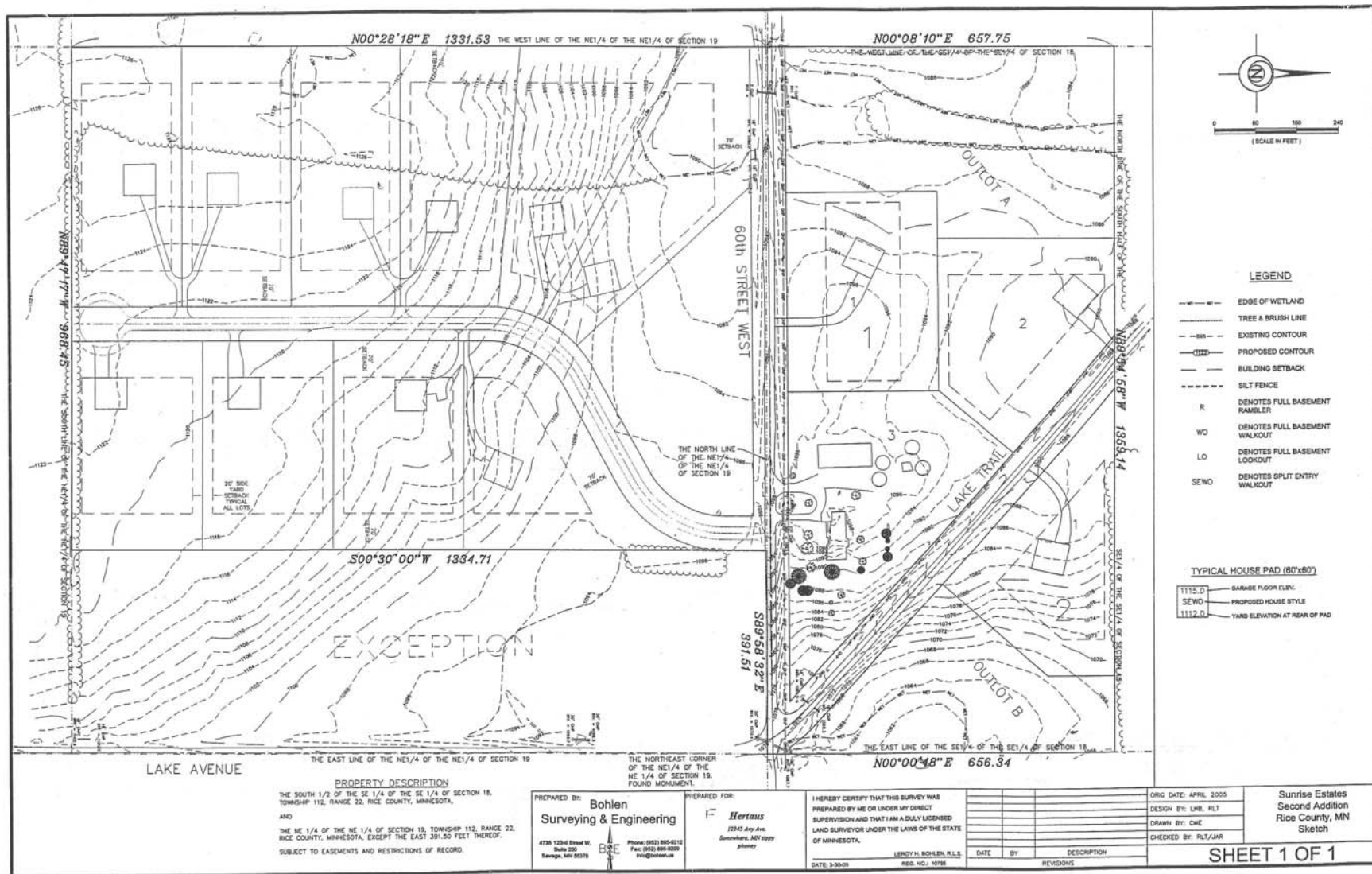
Francis J. Hertaus
Lillian J. Hertaus

52a.

(See response to FEIS ID#2a)

52b.

(See response to FEIS ID#3a)



Page 1 of 1

Ek, Scott (COMM)

From: Chris Hettig [chris@mail.renville.com]
Sent: Wednesday, November 25, 2009 2:16 PM
To: Ek, Scott (COMM)
Cc: 'Steven E. Hettig (Kraft, Walser, Hettig, Honsey & Kleiman)'; 'hettig@rswb.coop'
Subject: House not noted on the Capx2020 maps and additional comments on the Brookings County Hampton 345-kV
Attachments: capxbirchcoulee.pdf

Hi Scott,

Last August I stopped at the Capx2020 display at Farmfest in Redwood Falls and pointed out our farm that was not listed on the map. Last week, I went to the website and noticed our home is still not listed on the map. Would you please ask someone to identify our farm/house on the map of Section 17 in Birch Coulee Twp of Renville County and let me know that it is identified.

53a

53b

53c

53d

53e

I met you at the Jackpot Junction meeting last week and raised the question of accumulative effect of towers and transmission sites in a given area. My husband and I are pleased that you recorded my comments and that you are looking into this issue as we are curious as to the health affect on any species within in the area. I hope you understand that this is not specific to the transmission line exclusively, but deals with the accumulative affect of exposure over time as more communication and electrical towers are established. As expressed in public testimony, we have noticed buzzing and radio interference which has increased at our home over the last few years. One cannot help but wonder if the radio interference is happening, what potential health impact might that pose to us and other families in our area.

Thanks and please call if you would like any additional comments.

Sincerely, Chris Hettig, 69343 360th St, Morton MN, 56270



11/25/2009

53a.

Only homes that were located within the 1,000 foot route width requested by the applicants and analyzed in the DEIS were identified. It does not appear that your home fell within the 1,000 foot route width. See Appendix A, Sheet LC41 of the DEIS.

53b.

Impacts to communication towers are discussed in Section 6.4 and in sections 7.x.4.4 of the DEIS, see also response to FEIS ID#262f.

53c.

Wildlife may be temporarily impacted in the short-term within the immediate area of construction. Additional information on the potential impacts to wildlife are described in Section 6.12.2 of the DEIS.

53d.

The potential cumulative impact of communication and electric towers (transmission facilities) to a certain area is beyond the defined scope of this EIS. These various towers mentioned serve different functions and cannot be compared equally to each other as the design and function of communication towers as compared to

transmission facilities for example place them in very different areas of the electromagnetic spectrum. (See response to FEIS ID#53b and FEIS ID#2a)

53e.

(See response to FEIS ID#18b)

MEMO

To: Scott EK
Ray Kirsch

From: Karen (Kim) Howard
24580 Dakota Avenue
Lakeville, MN 55044
(c) 612.991.3834 (h) 952.303.4195

Date: November 13, 2009

Re: Brookings County-Hampton Transmission Line Project

Message:

The Scott County's Conservation Plan calls for the *preservation and restoration* of wetlands, woodlands and soils, to protect them for wildlife habitat, to preserve natural beauty, ensure water quality and protect lands and waters critical in conserving endangered and threatened plants and animals. Wild Life Rehabilitation Center, Roseville, MN is the largest animal and fowl hospital in the United States. My wetlands and property is a release sight for their migratory birds. Running an overhead 345 kV transmission line through the length of my property is in direct violation of Scott County's Conservation Plan. *Natural resources* that could be negatively affected by the proposed route of overhead line construction through my property include; the disruption of wetlands, a pond, a creek, wildlife species; fox, turtles, deer, migrating birds, bald eagles, egrets, blue cranes and many other birds. There is no "natural beauty" in having huge transmission lines running the length of one's property... quite the opposite is true. Not surprisingly, as people begin to focus on the problem of Electro Magnetic Fields (EMFs), property values near power lines and electric substations have been plummeting, and numerous lawsuits have been filed. Are you prepared to deal with the unknowns and the real perceptions that the public is formulating about the subject and what you're doing to their health? If not, you need to be preparing for the EMF issue, because it is not going away. Some people believe that the transmission line's intrusion into their surroundings pose real health risks from electric and magnetic fields and reduces their property value. In 1993 the New York State Court of Appeals ruling which basically says that property owners near high-voltage power lines can be awarded damages when "cancerphobia," resulting from EMF, lowers property values. The original class action suit was filed in 1989 against the New York Power Authority which built a 345-KV Transmission line in Orange and Sullivan Counties, in New York State, creating what the plaintiffs called a "cancer corridor." Similar actions have taken place in Indiana, Florida, and elsewhere.

If there is no danger in EMF, then why is there an EMF Committee?

A growing body of scientific evidence suggests that invisible electromagnetic fields (EMFs) created from high-voltage utility company lines are exposing children and adults to various other diseases. In June of 1991, after the National Cancer Institute disclosed that a study it had made showed that in recent years

54a.

(See response to FEIS ID#53c)

54b.

(See response to FEIS ID#2a)

54c.

(See response to FEIS ID#2a)

54d.

Magnetic fields are difficult to block and some level will continue to pass through the ground regardless of overhead or underground construction. As stated in the Section 4.6 of the DEIS the calculated EMF profiles for underground lines generally show a higher EMF level directly above the line, but the fields decrease faster with distance when compared to EMF levels under overhead lines.

there had been unexplained increases of nearly 11% in childhood leukemia, and of more than 30% in childhood brain cancer. *Maria Feychting of Swedens Karolinska Institute looked at 127,000 children who lived near big power lines for over 25 years and found twice the risk of leukemia.* Even scientists who have failed to find a reason for the apparent link refuse to say it is safe to live near a high-voltage power line. Thousands of electric company substations are scattered throughout our cities, large and small, and they abut homes, apartments and office buildings -- even schools. *Since few of the high-voltage lines that lead into and out of these substations have been buried to prevent harmful emissions,* magnetic fields of potent strength can be found virtually everywhere.

The EPA Raises Questions

Concerns began to mount in 1979, when a study of cancer rates among Colorado school children determined that those who lived near power lines had two or three times as much chance to develop cancer. The link seemed so improbable that power companies eagerly paid to have the study replicated. To their surprise, the subsequent scientific inquiry supported the original findings, which have since been buttressed by a variety of additional studies and reports of increased cancer rates among workers employed in the electric industry. One such study, conducted by the Fred Hutchinson Cancer Research Center in Seattle, WA, confirmed electricians and electric-power workmen are developing breast cancer at six times the expected rate.

The U.S. National Council on Radiation Protection said there is a powerful body of impressive evidence showing that even very low exposure to EMF's has long-term effects on health; changing the chemistry of the brain, impairing the immune system, and inhibiting the synthesis of melatonin, a hormone known to suppress several types of tumors and a variety of cancers. A San Antonio researcher discovered human cancer cells exposed to high-voltage lines, *the kind you want to put on my property,* grew as much as 24 times as fast as unexposed cells and showed greatly increased resistance to destruction by the cells of the body's defense system. The report cited studies that show EMFs can disturb the production of the hormone melatonin, which is linked with sleep patterns. This follows on the heels of three epidemiological reports released in 1994. One indicated a tie between occupational exposure to EMFs and Alzheimer's disease. Another suggested a link with Sudden Infant Death Syndrome (SIDS). The third study indicated a tie with Amyotrophic lateral sclerosis (ALS). Now a surprising new report released in February by physicists at Britain's University of Bristol shows that power lines attract particles of radon -- a colorless, odorless gas irrefutably linked with cancer.

Although there may be multiple causes for autism, it appears as if EMF's may be affecting the nervous system of children as well as adults. And we know for sure you do not want to hang around high transmission lines if you are utilizing a pace maker or automatic defibrillator.

A danger to pregnant women

Pregnant women should *never* venture anywhere near a transmission power line, for even momentary exposure to high magnetic fields sharply enhances the risk of a miscarriage. They should avoid even driving under a transmission power line.

FHA regulations

FHA regulations prohibit the issuance of insured mortgages for houses very close to transmission power lines.

Suicide

American researchers found that the rate of suicide among 5,000 electricity utility workers who were exposed to extremely low frequency EMFs was double that of a control group of the same size. *The effect*

54d

was particularly noticeable among young workers. (Journal of Occupational and Environmental Medicine March 15, 2000)

The danger to our health posed by current levels of man-made electromagnetic fields is real. This is the consensus of a growing number of responsible scientists and professional healthcare workers.

If you bury the lines there will be no EMF...

The Wisconsin Department of Transportation (DOT) has estimated that the increase in cost to bury the proposed 345 KV transmission Beltline, instead of routing it on towers, is \$100 million dollars. This translates to a temporary rate increase of 14 cents/month for the next 12 years if all of the ratepayers in ATC's service area are charged and approximately \$3.50/month if the charge is levied only on Dane County ratepayers. However, the cost differential is likely to be substantially less than this as the true cost of an overhead line must include the expense of moving some of the towers in the next 5-10 years, as called for by the DOT, to accommodate future road and building construction. Moreover, an underground line requires less maintenance than an overhead line, and thus the real cost difference between the two is further reduced.

The downtown Reno underground project cost was \$2,000,000 per mile. This is eight times the "usual" \$250,000 per mile estimated cost of overhead construction; however the total *urban* overhead is about \$400,000 (not \$250,000). The cost difference is \$1,600,000. This can be lowered with rural construction, shorter routes, and less right of way costs. Worst case monthly cost of 1.5 cents per mile for a residential rate payer. Undergrounding may increase the overall construction cost of a route, but that cost can be reduced by shorter routes and less right of way costs. Utilities should be economically indifferent. If Reno can do it ... why can't Minnesota?

Page 1 of 1

Ek, Scott (COMM)

From: Robarjacobson@aol.com
Sent: Thursday, November 19, 2009 9:09 PM
To: Ek, Scott (COMM)
Subject: Comments on the Draft EIS

November 19, 2009

To: Scott Ek
Project Manager
Minnesota Office of Energy Management

Hi Scott,

After attending the information meeting at Lonsdale on Nov. 12th, I just have to put my thoughts to you on paper.

55a I heard much talk about aesthetics, wildlife areas, problems with geese and other birds, habitat, living in seclusion, airplanes, and on and on, but almost nothing about the most important subject of all-- the impact on PEOPLE! There can be nothing more important in this discussion than the power line and it's impact on the people that live near it! We will live with this line for many years to come and our health and well-being must be placed above that of cows, pigs, wildlife, trees, recreation areas, and so on. This line must go in an area that has the least number of residences near it, the least impact on public safety and health, and for sure, the least impact on our young people. None of the other things that stand in the way of this power line are nearly so precious or important. We all use electricity and we all need power, but to harm people so that we have a lovely view of deer in the backyard is inexcusable

Thanks Scott for you patience and leadership at these meetings--You do a great job!

Bob Jacobson
26426 Fairlawn Ave.
Webster, MN 55088

55a.

The DEIS does describe the potential impact to people and possible mitigation methods. Section 6.1 addresses human settlement, Section 6.2 public health and safety, Section 6.8 land-based economies, Section 6.9 transportation and public services, Section 6.10 recreation, to name a few. In addition Section 7.0 is divided into sections that further identify potential human impacts and mitigation as it applies to a particular segment.

11/23/2009

Testimony of Bob Johnson
Hearing on the Brookings CapX2020 Project Draft Environmental Impact Statement
Lakeville, Minnesota November 13, 2009

My name is Robert Johnson. My wife and I live in Dakota County, two miles miles west of Hampton, Minnesota at 3940-220th Street East. Our home fronts along the south side of 220th street.

As the President of a national real estate investment firm, among other things, I am responsible for the valuation of the properties in which we invest - both prior to purchase and later when those properties are sold. During the past 40 years, I have been responsible for the valuation of several thousands of commercial properties in many different states.

With respect to ascertaining the market value of a property, whether commercial or residential, the two primary concerns of real estate buyers have always been a property's utility and its aesthetics. In other words, how useful is it, and how good does it look?

More recently, a third concern has come into play that is increasingly important when determining the value of a particular piece of real estate. That third concern is safety. Property buyers are now asking: "How safe will it be to own and use this real estate?" While this concern is not completely new, it is increasingly more significant now than, say, 10 years ago.

Without going into great detail, at one time or another, most of us have heard about health concerns connected with contaminated real estate. We've read stories about the presence of hazardous materials such as radon or asbestos or petroleum tanks in or under our residential and commercial properties. In the 1960s, 70s, 80s, and 90s, all of us became more educated about the dangers associated with hazardous chemicals in our soils and buildings. With respect to property contaminants, what was acceptable 25 years ago is not acceptable now.

Today, as more – and better – research is conducted, and more information becomes available, the public, thanks largely to the speed of communication through the Internet, is learning about a new pollutant that can have a large and negative impact on property values.

That new pollutant is Electro-Magnetic Field. Different from stray voltage, which might give you a shock if you step in the wrong spot under power lines, magnetic fields harm people in a different way. There are medical experts and many citizens who are

56a.

Under the Power Plant Siting Act a specific route and/or substation location(s) are not identified in the Draft EIS or Final EIS. The EIS will be used by the Minnesota Public Utilities Commission to make a decision on the final route and substation locations in spring 2010.

56b.

(See response to FEIS ID#10b) The information used for Section 6.5 (Property Values) of the DEIS was based on the most current available and credible research available at this time.

concerned that magnetic fields increase leukemia in children; Alzheimer's in adults, and quite likely, a certain form of breast cancer in women. While there is some debate about the biological mechanisms involved in these situations, the important thing, from a property valuation perspective, is that property buyers know about it. The Internet gives them instant access to information that, just a few years ago, would not have been available. In this information age, property buyers are reading about just how dangerous it is to be near sources of EMF, even weak ones. For example, they can read that medical experts advise them that it is dangerous to sleep under an electric heating blanket, let alone live or work under, or in close proximity to, high voltage power lines.

Consequently, when a power line is sited near or over a residential or business property, the marketplace will take into account not only the utility and aesthetic factors of that property, but also the perceived risk created by any near-by lines. The marketplace will ask: Is it safe to be on or in this property?

Where power lines are involved, they can impact a property's value in two fundamental ways: Aesthetics and health.

The aesthetic impacts are quite obvious. If an attractive home has a 170-foot tall power pole built in front of it, it is not going to be worth nearly as much as it would be without the pole. In a situation such as this, the impact of the ugliness factor is pretty easy to appreciate.

The health impact on a property's value might not be quite as obvious. It goes like this:

Let's say that you own a home and decide to put it up for sale. And, let's imagine that there is a high voltage line strung on large structures about 100 feet away. Now, what potential buyers might be interested in purchasing your property?

Well, it's not likely to be a young family with small children. They know about the dangers associated with EMF and small kids. So, there goes that whole group of potential buyers.

What about retired folks? Is anyone in that demographic group a likely purchaser? No. Not if they have certain types of pacemakers or a history of cancer. And, as evidence mounts that EMF accelerates the onset of Alzheimer's, anyone over age 60, with or without a health history, may shy away, as well.

About the only buyers remaining would be those people who, for one reason or another, are unconcerned about the dangers associated with Electro-Magnetic Fields. The size of that group is anyone's guess, but I believe it's getting smaller every day.

In reviewing available literature, and in consideration of my own experience in appraising properties, I see the value decline curve for property co-located with ultra high

voltage transmission lines, like the 345 kV power lines of the Brookings project, looking something like this:

1. For any habitable property in open areas, whether residential or commercial, within a 1,000 feet of a transmission line, the property value is likely to drop 10% to 20%, depending upon the sight lines and the proximity of the power line structures – the poles – to the ingress and egress of the property. The higher the “ugliness factor,” the greater the drop in value.
2. Where poles and lines are closer than 600 feet, but more distant than 200 feet, I would expect a market value discount of 20% to 40%.
3. For any habitable property where transmission lines are nearer than 200 feet, I would expect a market value discount of 50 % or more. If the strength of the electrical field at the property is 2 milliGauss or above, some people would consider the property uninhabitable. In today’s difficult real estate economy, where there are not many buyers for residential property, a property with this level of impact from a high voltage transmission line might be ~~become~~ ^{not} sellable at any price.

Given the present and growing concerns over the detrimental health effects of living near electric transmission lines, the only sensible and prudent solution, if lines must be constructed, is to absolutely site them as far from occupied structures as possible, whether homes or businesses.

If health concerns alone are not sufficiently motivating to require this, then for reasons of fairness and logic, concern for damage to property values should produce the same conclusion.

With respect to the proposed Brookings to Hampton transmission line project, rather than taking the easy approach and locating huge, high powered transmission poles and lines along 220 street in Hampton simply because that’s where CapX utilities drew their line to propose a route, I would request and advise that any lines built should be routed as far from homes as possible, where the potential for harm to both health and property values can be kept at a minimum.

Specifically, my wife and I recommend and support the alternative routes 6P-03 or 6P-06. These are perfectly practical routes which would take much of the lines through open fields, thereby avoiding significant numbers of occupied homes and commercial buildings. We would ask that the Final EIS include a statement that these routes cause less impact to human beings and their property than the Applicants’ preferred route along 220th street. We would also ask that the section of the draft EIS that talks about decreased property values based on research done in the 1990s be updated to reflect a likely greater impact on property values due to increased public concern about EMF and a weak real estate economy.

56a

56b

Testimony of Kristen Johnson

Hearing on the Brookings CapX2020 Project Draft Environmental Impact Statement

Lakeville, Minnesota November 13, 2009

My name is Kristen Johnson. I live at 21960 Darsow Ave in Hampton with my husband, Eric and my three children, Eric- 6, Brooke-4 and Eve-2. My home is on the applicants' preferred *and* alternate route for the high voltage power line.

We live in a rural/residential area with several young children and at least 64 adults. There are 28 homes that would be negatively impacted from the power line. They lie along the segment of preferred route from mile post 14 to the proposed new Hampton substation.

All of us on the applicants' preferred and alternate routes have similar concerns regarding the 345 kV transmission line:

- Our health and the health of our small children is number one. Those of us who are parents will not gamble with our children's health because the applicants' experts tell us its safe. Some of the adults on the preferred route are immunocompromised and/or in cancer remission.
- Our homes which have already suffered during the new economy will be depleted in value with a huge power line running nearby. Prospective home buyers, on average, have 45 to 50 homes to visit prior to making a decision to purchase. Why would they purchase one that comes with a high voltage transmission line adjacent to the yard given the negative reputation the large power lines have as well as the unattractive appearance?
- There would be significant noise from high voltage power to constantly remind us we live so close to the transmission line.
- At least one family has spent thousands to preserve 100 acres of prairie on their land.
- There are many other unique land uses in our neighborhood that would be negatively impacted by this project, such as, the religious and cultural institution of the Buddhist Temple, the business of breeding valuable mares, the Hampton Woods, prairie preservation, the daycare provider, the indoor/outdoor photography studio and again, my home on 4 acres with 3 small children and 4 rescued dogs. My hope is to build a small barn to care for any other small animals that might be in need of a home.
- My husband and I chose the country to be in cleaner air, freedom from restricted covenants and to raise our children and pets in an area where they are free to explore and are ultimately safe from the hazards of traffic, overly crowded schools and little space. We never thought we would have to worry about a high voltage transmission line in the front yard or on the side of our house.
- Last but not least; if my family wanted to move right now, no one would pay fair market value due to the disclosure statement signaling the buyer about CapX2020.

57a.

(See response to FEIS ID#56a)

- 57a *On behalf of my family and neighbors on and near 220th Street, I request that the final environmental impact statement for the Brookings power line clearly say that alternate route 6P-03 ^{or 6P-06} causes less harm to people and the environment in the Hampton area than the CapX route on 220th Street. This alternative should be chosen to mitigate the impacts on children, health, property values, and unique land uses that would be caused by the CapX2020 route on 220th Street.*

Kristen Johnson



Our home is 75 feet from the proposed transmission line. You will buy our property.

Ek, Scott (COMM)

From: Reid Johnson [reidjohnson@integra.net]
Sent: Friday, November 13, 2009 1:18 PM
To: Ek, Scott (COMM)
Subject: ET2/TL-08-1474

Mr. Ek,

58a I believe there's an omission in the draft EIS. The "preferred" route NW of New Market passes through or close to a 100+ acre non-profit ranch serving disabled children and young adults year round. Please review whether this facility should be noted in the EIS.

Majestic Hills Ranch
24580 Dakota Avenue
New Market, MN 55044

Thank you,

Reid Johnson
7886 250th Street
Elko, MN 55020

58a.

The location the Commenter is referring to is located on both Map 7.5-13 and Appendix A, Sheet HL6 in the DEIS as a residence.

Map FEIS ID#58 in Appendix C identifies the location as both a residence and a non-profit recreation.

59a.

(See response to FEIS ID#56a)

Testimony of Trish Johnson
Hearing on the Brookings CapX2020 Project Draft Environmental Impact Statement
Lakeville, Minnesota November 13, 2009

My name is Trish Johnson. I live at 3940 220th St., E. in Hampton township. I was on the Advisory Task Force for the Brookings high voltage power line and many of my neighbors have talked to me of their concerns about the power line.

Hampton township is rural and residential. Along 220th St., the preferred route for the CAPX2020 utilities, high voltage, 345kV transmission line, we are a neighborhood of retirees, farmers, and families with young children.

In the small segment of the route from just west of milepost 14 until the proposed new Hampton electric power substation there are 28 homes impacted with at least 64 adults and 14 children. In this small stretch of route, I personally know of six adults with or in remission from cancer, another 4 adults and one child with a chronic illness and subsequently compromised immune systems; and two older adults with pace makers and defibrillators. There are three homes where grandparents are providing day care to their grandchildren. There is a home day care that has 4 children under the age of 6.

The Cambodian Buddhist Temple, a unique religious and cultural institution, is one of the largest in the United States. It is also located on the Applicants' preferred route on 220th St. The Temple serves a community of over 8,000 Cambodian Buddhists in Minnesota. There is housing on the property and the monks live there full time as well as having worship services. Outdoor celebrations are held several times a year at the Temple drawing attendance from the surrounding states. In April our family attended the Cambodian New Year festivities at the Temple with about two thousand Cambodian families. This is a two-day-long outdoor celebration with young families, babies and toddlers, elders and teens. There was communal dining and the celebration of the New Year with singing, dance and ancient Buddhist traditions and ceremonies involving all ages. Over 800 signatures from Temple Members have been sent to the OES requesting an alternate route that would avoid their religious center.

Another unique land use is a racehorse breeding operation on 220th St. right across from the Temple. Their pastures border the road right of way. The owners derive their income from contracts to breed mares and raise foals for clients in the racing industry. Horses in this industry can be valued at tens of thousands of dollars and the conditions under which mares breed foals, including impacts of electric fields, are important to customers in this competitive business.

The inconclusive data and differing expert opinion only raises the public concern about EMF and its affect on children, pregnant women, aging homeowners and breeding of foals.

There is a photographic studio along the proposed route that specializes in outdoor photography, emphasizing photos of families and their children. The gardens are used as the studio for this business. This is another highly competitive business which the owner has told me would not be viable with the current proposed preferred route.

The Hampton Woods, designated by Dakota County as an area of Outstanding Biodiversity Significance has 4,000 feet of frontage along 220th St. It contains a large tract of sugar maple-red oak forest. The Hampton Woods provides habitat for a diverse number of natural plant species as well as wildlife.

My husband and I have just completed converting 100 acres, parallel to 220th St., to natural prairie with contributions from the Dakota County DNR and the U.S. Dept. of Agriculture Natural Resources Conservation Service. Our goal working with these conservation agencies was to provide additional habitat for wildlife in the area, to mitigate flood plain issues and promote the natural environment.

The noise, aesthetic impacts and electric and magnetic fields from the proposed high voltage power lines along 220th St. would impact our home, our goal in protecting the natural environment and the property, lives and unique land uses of our neighbors.

In the draft Environmental Impact Statement, two routes are available -- 6P-03 and 6P-06 -- that would mitigate the impacts on 220th Street. Either of those routes would avoid the 4,000 feet of frontage with the Hampton Woods, would reduce the impact on the unique religious and cultural institution of the Buddhist Temple, would reduce impacts to the wetlands associated with the south branch of the Vermillion River, would impact fewer homes within 500 feet of the power line and would reduce impacts on vulnerable people who would live even closer than that to the CapX2020 Brookings line if the utilities' preferred route were selected.

59a

On behalf of our family and our neighbors, I request that the final environmental impact statement for the Brookings power line clearly say that alternate routes 6P-03 or 6P-06 causes less harm to people and the environment in the Hampton area than the CapX preferred route on 220th street and that one of these alternatives should be chosen to mitigate the impacts on children, health, property values and unique land uses that would be caused by the CapX route on 220th Street.

Trish Johnson

Fax Server

11/30/2009 12:51:31 PM

PAGE

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Page 2

I am against the "Route" through Nordland Township Section 16 or 310th Street.

Concerned with impacts to family farm, EMF, stray voltage, livestock and wildlife

My small hobby farm only has 9 acres and the acreage I use for feeding my livestock (horses/cattle) would be affected. What do I have left??

Feel that the current proposed and alternate routes create too great a conflict to residents of Nordland township.

Provided "Risks to health are too high" article.

Unpleasantly presence and the constant humming would be a disturbance for family

Oppose project due to concerns with property values, impacts to the environment, and EMF risks.

Would like to know how the alternate route become the primary route without our knowledge.

Planning on building a new house on my 9 acres. Where would I put it if I lose acreage to the towers!

- 60a What affect does this have on my rural water lines.
- 60b What affect does this have on cell tower service, internet service, & Direct TV Service? I heard I won't be able to get any of these or will have major complications with interruptions.
- 60c Concerned about impacts to horses, because horses have highly developed nervous system and cannot tolerate lines.

60a.

The applicants would be required to work with local utilities during final detailed design to avoid existing utility facilities.

60b.

(See response to FEIS ID#4a and FEIS ID#18b)

60c.

(See response to FEIS ID#8a)

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Brookings County - Hampton Transmission Line Project

Docket number: ET2/TL 08-1474

User Name: Kevin & Deb Johnson

County: Lyon County

City: Minneota

Email: Deb.Johnson@schwans.com

Phone: 507-828-6112

61a Impact: I am against the "Route" through Nordland Township Section 16 or 310th Street.

61b Concerned with impacts to family farm, EMF, stray voltage, livestock and wildlife

61c Would like to know how the alternate route become the primary route without our knowledge.

My small hobby farm only has 9 acres and the acreage I use for feeding my livestock (horses/cattle) would be affected. What would I have left??

Feel that the current proposed and alternate routes create too great a conflict to residents of Nordland township.

61d Provided "Risks to health are too high" article.
Unightly presence and the constant humming would be a disturbance for family

61e Oppose project due to concerns with property values, impacts to the environment, and EMF risks.

Planning on building a new house on my 9 acres. Where would I put it if I lose acreage to the towers!

61f What affect does this have on my rural water lines.

61a.

(See response to FEIS ID#56a)

61b.

Impacts to land based economies, issues related to human health, stray voltage, livestock and wildlife impacts are discussed in the DEIS.

61c.

In no sense is the alternate route a primary route.
(See response to FEIS ID#56a)

61d.

(See response to FEIS ID#2a)

61e.

(See response to FEIS ID#10b)

61f.

(See response to FEIS ID#60a)

61g.

(See response to FEIS ID#4a and FEIS ID#18b)

61g What affect does this have on cell tower service, internet service, & Direct TV Service?
I heard I won't be able to get any of these or will have major complications with interruptions. As I have an office at home that I work from. How will this affect that?

61h Concerned about impacts to horses, because horses have highly developed nervous system and cannot tolerate lines.

My acreage is so small if a tower was placed on my acreage I wouldn't have anything left. Also, I work from home alot for my job. If my intranet service or cell service is delayed or no service is available due to the rural location and now the towers. That will impact my lively hood and incoming income. Then what? With one income we wouldn't be able to survive in this economy.

Mitigation: I don't know how to change this.

Submission date: Mon Nov 30 13:04:29 2009

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

61h.

(See response to FEIS ID#8a)

CAPX Draft EIS Comment, Dakota County

Page 1 of 1

CAPX Draft EIS Comment, Dakota County

david [dkamis@rconnect.com]

Sent: Monday, November 30, 2009 4:34 PM

To: Ek, Scott (COMM)

Cc: Todd Maxa [tmaxa@hammersteel.com]

Scott Ek,

We live in Bridgewater Township of Rice County. My wife attended CapX meetings in Northfield and Cannon Falls some time ago, when the northern sections of our township were under consideration for this transmission line.

My daughter Jennifer Maxa informed me at Thanksgiving that her farm acreage (27150 Pillsbury Ave. Lakeville 55044) is right across the road from the proposed alternate route. I looked at the maps and see the many yellow circles up and down her road and wonder how much consideration was given to population density. Health impacts are another consideration. Jennifer's husband John is homebound with extensive brain damage from a car accident. He would be more sensitive to environmental impacts from the towers at such close proximity. He has no natural tears and is prone to ear infections.

If the line should make it impossible to live there, John and the three children would not adjust to relocation, having lived there all their lives. Their parents, Bob and Luetta Maxa, lived on adjoining property and looked out for them. They are now deceased.

Please put on record that more attention should be made in the draft EIS to population density, health and environmental impacts and relocation cost.

Thank you,

David Kamis
Stone Hill Farm
1866 130th St. E.
Dundas, MN 55019
507-645-7086

62a.

(See response to FEIS ID#2a)

62b.

Population density (Proximity to Homes) was been identified as one of the top issues raised during the scoping period for the DEIS. Population was addressed in many different sections of the DEIS including Section 6.1 addresses human settlement, Section 6.2 public health and safety, Section 6.9 transportation and public services, Section 6.10 recreation, to name a few. In addition, Section 7.0 is divided into sections that further identify potential human impacts and mitigation as it applies to a particular segment.

(See response to FEIS ID#2a and FEIS ID#2e)

Page 1 of 1

Ek, Scott (COMM)

From: Douglas Kruger [freflite1@hotmail.com]
Sent: Thursday, December 03, 2009 1:21 PM
To: Ek, Scott (COMM)
Subject: Transmission line input

66a

Hi Scott, I wanted to get this info off to you asap. The Lat is 44,37,51 N and Long is 93,03,15 W. The FAA case number is 2009-AGL-691-NRA and I'm waiting for the final document from them. It then gets put on all the aviation maps and gets recorded permanently. I have just had the power lines that run across the end of my runway buried by Dakota Electric at my expense. I also have a request in with the state for a form to register it with the state. They require notification if there's a private airport within 35 miles from either Msp or St Paul downtown areas. When I receive the documents, I will send copys to you.

I also have a tributary of the Vermillion river running directly along the proposed path of the route. It parallels 220th street for about 1/4 to 1/2 mile from my property and then East. I know I can't dig or anything inside those areas without contacting a lot of agencies.

Thanks for allowing me to input this data at such a late date.

Sincerely, Doug Kruger

Windows LiveT Hotmail is faster and more secure than ever. [Learn more.](#)

66a.

It is unclear what type of airport license the commenter is attempting to acquire, a personal-use airport license, an unlicensed landing area, or a private airport license. Each of these designations have minimum requirements and restrictions that are applied to them. For instance, a personal-use airport shall not be displayed on any chart for public distribution (Minn. R. 8800-2200, subp. 6C). At this time we, cannot recognize your airstrip until the necessary approvals from MN/DOT, Metropolitan Airports Commission, and the FAA are received. Map FEIS ID#66 in Appendix C shows the location of this property and proposed runway.

12/4/2009

EIS comments, Brookings, SD to Hampton, MN line

Page 1 of 1

EIS comments, Brookings, SD to Hampton, MN line

Amy and Tim Lemke [t-alemke@hotmail.com]

Sent: Monday, November 30, 2009 1:54 PM

To: Ek, Scott (COMM)

Cc: t-alemke@hotmail.com

ET2/TL-08-1474

Comments on the EIS Brookings to Hampton proposed line - CAPX2020 project.

I am disappointed with more lines on the maps than before. I understand they are alternatives to the alternatives. Still this project may chase people "in the way" out of their homes; at NO point should this be ok in this country ANYWHERE!

The problem I have is the Helena substation (south); I believe no matter what is said where the substation is placed will determine the line route. My property is on a short stretch of the original preferred and alternate routes over lapping. If the line runs just east of my small property it will take out one of the most unique businesses in our county. Power lines strung over a pyrotechnics business is the most dangerous thing if done on purpose! This makes an unbelievably unsafe situation for more than just that home & business owner. The newest map edition shows an alternate just to the west of me. Is it not true where ever the Helena substation (south) would be placed the lines would run straight north through Derrynane township? The power lines should not go through private farm lands when there are major highways running the same direction as the power lines are supposed to travel. There is an existing 345 line going through our township already. This line is also now labeled as variations of both alternate & preferred. Why not follow something that has been in place for years?! Keep areas of industrial (roads, existing power lines) and rural (farm land, homesteads) separate! Why on earth would anyone want to ruin the beautiful landscape with lots of wetlands with a project like this?

This EIS is long and confusing. There are things in here that could have been stated at some of the scoping open houses. I see where people are so frustrated and don't feel its physically safe to trust the details in the project. I feel there has yet to be ANY statistics or data that proves this power line system is needed!

Amy Lemke
21847 286th St.
Belle Plaine, Mn 56011
952-873-6850

Hotmail: Trusted email with Microsoft's powerful SPAM protection. [Sign up now.](#)

68a.

Section 6.2.4 of the DEIS specifically describes issues and mitigation regarding Proximity to Explosives and Fireworks Storage.

68b.

(See response to FEIS ID#56a)

Nov. 30. 2009 11:13AM Minnwest Bank Marshall

No. 0929 P. 2



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 cry: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

**Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project**

Name: Dean & Linda Louwagie
Address: 3208 State Hwy 23
City: MARSHALL State: MN ZIP: 56258

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

My Concerns for the Purposed Variation on Preferred Route:
There are 2 Route already purposed no need for the Variation.

- 69a 1. House is 415 feet from center of Purposed Variation on Preferred route.
Very concerned for our health as we already have a power line on the west side 50ft from our home.
2. Our Son & Family Lee & Kim Louwagie will be moving here in the future great concern for there health also
- 69b 3. Bin site 125 feet from center of Purposed Variation on Preferred route. Plans to put grain leg up and expansion of bin site would be a problem with power lines.
- 69c 4. Cattle Lots 160 feet from Center of Purposed Variation on Preferred route.
- 69d 5. Trees on the South side of property will be affected
- 69e 6. This site has a "Narrows" problem at the Hwy 23 intersection 3 houses on a triangle on Purposed-Variation on Preferred Route.
- 69f 7. Green Valley Sub Station 160 feet from center of Purposed Variation of Preferred Route.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>

Signature: Dean Louwagie
Linda Louwagie Date: 11-29-09

69a.

Map FEIS ID#69 in Appendix C shows the location of this property.

(See response to FEIS ID#2a)

69b.

The location of the bin site is shown on map FEIS ID#69 in Appendix C.

69c.

(See response to FEIS ID#8a)

69d.

(See response to FEIS ID#18a)

69e.

This site along with other narrow areas are discussed in section 7.x.4.1 in the DEIS and are shown on the Human Settlement maps in section 7 and on maps in Appendix A.

The specific location that the commenter mentions is discussed on page 7-10 in the DEIS. There is an error in the DEIS in the description of the area. The text starting on column 1, line 8 of page 7-10 reads "Where 1P-02 runs just north of

Marshall, there is a house located on the south side of road that would be within the ROW if the proposed line were placed on the south side of the road. Directly across from this home, a propane tank would be within the ROW if the line were placed on the north side of road.” should be replaced with, “Where 1P-02 runs just north of Marshall, there is a house located on the north side of road that would be within the ROW if the proposed line were placed on the north side of the road. Directly across from this home, a propane tank would be within the ROW if the line were placed on the south side of road.” Map FEIS ID#69 in Appendix C is a detailed map of this area.

69f.

The applicants have stated that they will work with landowners and rural utility providers to avoid direct or indirect impacts to utilities. Potential impacts to existing utilities are discussed in Section 6.1.6 of the DEIS.

NOV/30/2009/MON 11:01 PM

P.001/001



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Lee Louwagie
Address: 2892 Co Rd B
City: Marshall State: MN ZIP: 56258

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

I am not in favor of the new power lines coming through our area for various reasons.

I currently farm with my father, Dean Louwagie who resides at 3208 State Hwy 23. This power line project will greatly affect our future farm expansion plans. This will inhibit our ability to add to our grain capacity and drying system. With the power lines being directly overhead, we would not be able to add grain legs/augers to our current system as planned.

70a Another concern with this project is the planned destruction of the large grove adjacent to our farm operation. This grove currently provides the only windbreak to our cattle yards/feed lots. This will be detrimental to our cattle in the dead of winter.

70b I am also hugely concerned with the fact that this will be going directly over my father and mother's residence. Our future farming plans include moving my family, consisting of my wife and 3 young children, to their residence. There are health and welfare risks with these lines that I will not subject my loved ones to.

The reason I enjoy my work and current lifestyle will essentially be taken away from me with this power line expansion. The peace and quiet of our country home will no longer be there. I will always be worrying about the health of my family. I will not have the opportunity to grow my farm as I have worked toward for so long.

These power lines should be going over open fields and non-residential areas only.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Lee Louwagie Date: 11-30-09

70a.

(See response to FEIS ID#18a)

70b.

(See response to FEIS ID#39a)

Nov 30 09 03:22p Doug & Shirley

5078725460

p.1



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 city: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Shirley Maygert
Address: 3136 Co Rd. 3
City: Minnetonka State: MN ZIP: 55264

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

To Whom it may Concern,

73a I am very opposed to the IP-02 route for the transmission lines that would run on my property in Mendota township. Studies show there is an association with leukemia, brain tumors, miscarriage, headaches, insomnia, Alzheimer's disease to name a few. This route affects many young families and neighbors. I am very concerned for my family's health and safety. We also have cattle and hogs. Studies also prove electrical hazards and stray voltage hazards. Risks do exist. Exposures are difficult to ignore. The towers will ruin property value and the beautiful countryside. Water sources are also a concern. Many people and animals will be affected on this route. Please change it back to the ORIGINAL route IP-01!

73b

73c

73d

Thank you.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). -
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Shirley Maygert Date: 11-30-09

73a.

(See response to FEIS ID#2a)

73b.

(See response to FEIS ID#8a)

73c.

(See response to FEIS ID#10b)

73d.

(See response to FEIS ID#18c)

Nov 30 09 03:20p Doug & Shirley

5078725460

p.1



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 ttx: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Jonathan Maynard
Address: 234 Co. Rd 3
City: Winnetka State: MN ZIP: 56264

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

I am opposed to the IP-02 line that runs through Nordland township and my parent's property. Put it back to the original route because it affects fewer homes, wetlands, + wildlife areas.

76a

I am very concerned for my health and my family. I am also concerned with stray voltage, property value, livestock, and ruining the beautiful countryside with towers. Thank you.

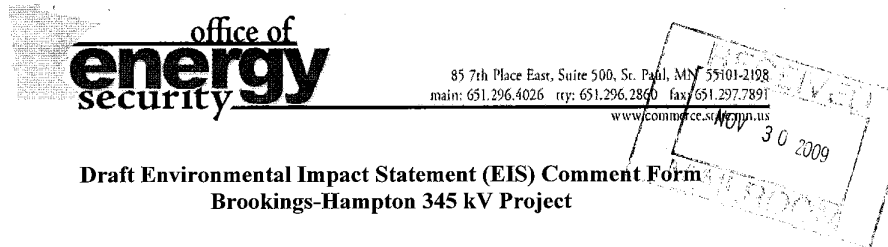
Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>

Signature: Jonathan Maynard Date: 11-29-09

76a.

(See response to FEIS ID#2a)

(See response to FEIS ID#8a)



Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: FRANCIS + JUDY MAEYERT
Address: 2059 CO RD 74
City: MARSHALL State: MN ZIP: 56258

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

We believe that the alternate route 1A-01 through sections 19, 20, 21, 22, and 23 of Lynd Township, Lyon County, MN is not practical for the following reasons:

80a

1. In sections 19, 20, 21, 22, and 23 you are not following section lines. We live in the north part of section 22. In sections 22 and 23 you are not following property lines and are crossing through the middle of our one owner established fields for more than 1 mile, including some diagonal lines. This creates problems with splitting fields, crop damage (during construction and also during future line maintenance), farming around poles with large equipment, and decreased property value. Advanced farming technology including GPS and farm machinery monitors may not work, or be impaired, near poles and lines.
2. In section 23 it is impossible to cross the Redwood River without doing great environmental damage. The bluffs above the river valley are in excess of 50 feet, with a slope exceeding 60 to 80%. The only thing holding the slope are the trees, and some of them are even sliding down the slope.
3. On the bottom of the slope is a golf course. On the east side of the valley is a housing development. This whole area is within the Lynd City Limits, which extends north to near County Road 74. We think that when you review this part of the route you will find it does not make any sense at all.

80b

The alternate routes we are suggesting are better than the route mentioned above, but also have severe limitations. These alternate routes were also laid out by CapX2020. They follow property and section lines more closely, but crossing the Redwood River (although better than currently proposed route) is still virtually impossible. Fewer homes are affected using the alternate plans 1A-02 or 1A-03. The cities of Marshall and Lynd could eventually cover this whole river valley area.

We believe that the only practical route for this electric power line is somewhere north of Marshall.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Francis Maeyert Date: 11-27-09
Judy Maeyert

80a.

The OES would like to clarify this comment. The OES believes that the Commenter is referring to the Applicants' alternative route. All of the route alternatives mentioned in the letter 1A-01, 1A-02, and 1A-03 are all variations of the applicants' alternative route and would all utilize the segment that runs through Lake Marshall Township Sections 19 to 23.

80b.

Section 6.4.5 of the DEIS discusses potential impacts and mitigation for GPS-based agricultural navigation systems.

CAPX Brookings to Hampton

Page 1 of 3

Ek, Scott (COMM)

From: Michael Lewis [Michael.Lewis@state.mn.us]
Sent: Friday, December 04, 2009 10:39 AM
To: Ek, Scott (COMM); Hammel Karen
Subject: CAPX Brookings to Hampton

Dear Mr. Ek and Ms Hammel,
Attached is the email string from Allen Messerli, including the email filed in the CAPX inbox on November 23, 2009. A copy was marked as Public Exhibit 310 and admitted to the record at the afternoon hearing in Winthrop on December 3, 2009. Judge Luis ruled at that time that the filing was to be considered a timely comment on the Draft EIS, and should be addressed in the Final EIS, as appropriate.

Michael Lewis
Staff Attorney
Physical Address:
Office of Administrative Hearings
600 North Robert Street
Saint Paul, Minnesota 55101
Telephone: 651.361.7840
Fax: 651.361.7936
Mailing Address:
Office of Administrative Hearings
P.O. Box 64620
Saint Paul, Minnesota 55164-0620

From: Al Messerli [mailto:almesserli@qwest.net]
Sent: Monday, November 23, 2009 2:37 PM
To: Capx.Oah@state.mn.us
Subject: OAH Docket Number 7-2500-20283-2 Brookings to Hampton Route Permit

Richard C. Luis,
Administrative Law Judge,
An email previously submitted in April, 2009, during the public scoping comment period for the proposed CapX200 Brookings to Hampton route is attached below for reference. **Despite OES statements that all public inputs were considered, this substantive input was not considered.** In fact, only the applicants preferred and alternate routings and very minor deviations were considered. Hopefully, you can help provide the vital state leadership so far lacking in this process, and assure that the option defined below is

seriously considered.
The OES presumably recognizes the benefits of shared infrastructure corridors (or ROWs). Their Draft Environmental Impact Statement says: "The primary method used to reduce impacts on existing and future development, as well as farming, is to follow existing ROWs as much as possible. Throughout the route development process, the applicants indicate they have sought to identify areas to share ROW with existing infrastructure that includes transmission lines, highways, and railroads."

Yet, despite the opportunity to share the railroad ROW through Sibley County, as I suggested, there is no evidence this suggestion was evaluated. As stated in my April email below: "There are plans to upgrade the railroad from Winthrop to the Twin Cities to get other clean energy (ethanol) to market more efficiently. Apparently the railroad has already invited the electrical power people to share the right of way. [No one wants to live close to a railroad either.]" *How can it be that this option received no mention in the draft EIS?*

The railroad ROW would be a more direct and shorter route from the Cedar Mountain substation to north of Arlington (including Western Renville County as well as Sibley County), thence following the alternate route to share the existing Belle Plaine power line river crossing, also per my suggestion. As stated in April (below), *"these two specific suggestions [the railroad and Belle Plaine power line river crossing] are complementary, reduce the total length of the line, minimize new infrastructure corridors, and minimize environmental impacts."*

12/10/2009

82a.

(See response to FEIS ID#50b)

82b.

This question cannot easily be answered as it depends on the final location of the transmission facility. Depending on the final location of the poles crop damage during maintenance could vary significantly at different locations. The DEIS indicates, "It is estimated that the permanent impacts in agricultural fields would be 1,000 square feet per pole (0.02 acres). During construction, temporary impacts, such as soil compaction and crop damage within the ROW, are likely to occur. Temporary impacts in agricultural fields are estimated to be one acre per pole for construction activities."

82c.

The route the Commenter suggests was not included in the Scoping Decision Document for this proposed project and therefore was not evaluated in the DEIS. The applicants had considered a route following the railroad line, but dropped it from consideration due to greater impacts to human settlement when compared to other routes analyzed (Appendix C and D of the December 28, 2009 Route permit Application).

CAPX Brookings to Hampton

Page 2 of 3

Yes, I recognize that such a routing would affect several small communities (Gibbon, Winthrop, and Arlington). But, the total long-term environmental impact would probably be less than the suggested routes, may even be beneficial, and would certainly be shorter and more direct. I suspect that it is simply easier to impose on farmers who have no organized resistance. Another new corridor may not be the best solution, and it certainly doesn't minimize environmental impact. Someone may claim that going through the three communities is impractical, but such a claim would be completely unsupported by evidence. The OES recognizes that commercial property impacts are normally not an issue. And, note that many high power lines are routed through the metro area. As one example: In Oak Park Heights, even higher capacity power lines from the Bayport power plant go through residential and retail areas: *in fact, there are brand new residential buildings 40 feet from a very high capacity power line and a major new retail strip mall with large store front doors 60 feet from the same power line (yes, I measured).*

The environmental impact statement recognizes impacts on agriculture. For example: "Corona from transmission line conductors can generate electromagnetic "noise" in the radio frequency range. Corona-generated noise and not the EMF from transmission lines could be a source of interference for agricultural GPS systems. Interference with correction signals could result in reduced accuracy while operating directly under a high-voltage transmission line. Any transmission line structure that is placed in an agricultural field would have GPS coordinates that may be added to the farmer's GPS unit coordinates. However, if the GPS unit is not configured to accept new coordinates, the user would have to manually divert around any structures placed in fields."

"In general, if damage has occurred to crops, fences or the property, the applicants would reimburse the landowner for the damages sustained. In some cases, an outside contractor may be hired to restore the damaged property to as near as possible to its original condition. Any vegetation disturbed or removed during the construction of transmission lines would usually naturally reestablish to pre-disturbance conditions. However, areas with significant soil compaction and disturbance from construction activities would require assistance in reestablishing the vegetation stratum and controlling soil erosion."

82b

"Yet, there is no attempt to quantify these impacts, nor to compare them to the alternative I suggested. And, how much crop damage is done when maintenance is required? How do you quantify the total impact of crisscrossing our state with proliferating infrastructure ROWs (roads, railroads, pipelines, power lines, telecommunications lines, etc.)? Just because it is easier for each project to do their own thing, avoiding coordination with others, doesn't make it the right solution or good for the environment. The zigzag route proposed for this line is very difficult to accept as minimizing environmental impact.

Your consideration will be much appreciated.

Respectfully submitted,

Allen L. Messerli

13833 47th St. N.

Stillwater MN 55082

Cell: 651.402.6537

From: Al Messerli [mailto:almesserli@qwest.net]

Sent: Tuesday, April 07, 2009 7:03 AM

To: 'scott.ek@state.mn.us'

Cc: 'raymond.kirsch@state.mn.us'

Subject: Proposed Brookings County SD to Hampton MN 345kV Transmission Project
State of Minnesota,

As we upgrade our infrastructure for use of cleaner power, we need good coordination and leadership from our governmental regulatory agencies to minimize environmental impacts. Cleaner energy does not necessarily have to come at the expense of cluttering our pristine agricultural and wildlife areas with more infrastructure corridors. Zigzagging high-voltage power lines across the countryside may minimize short term opposition from small community self-interest groups, but a shorter, more direct, route that shares a corridor with other important infrastructure, is a better solution with less impact on the environment.

There are plans to upgrade the railroad from Winthrop to the Twin Cities to get other clean energy (ethanol) to market more efficiently. Apparently the railroad has already invited the electrical power people to share the right of way. [No one wants to live close to a railroad either.] Yes, this route may take the power line through some small communities, but high-voltage power lines crisscross the Twin Cities area and coexist with residences and businesses. In fact,

12/10/2009

82d.

The alternate route as proposed by the applicants in the RPA would indeed utilize an existing power line crossing of the Minnesota River at Belle Plaine.

82e.

Aluminum Conductor Composite-Reinforced (ACCR) has been considered in the evaluation of routes for the Brookings line and other CapX related projects. ACCR, ACSS, ACSR are all types of conductor used for transmission lines. Electrical characteristics of all three types are similar. What is different is that ACCR has a ceramic center while ACSS and ACSR have a steel center. The ceramic or steel centers provide mechanical strength to the conductor when supporting the forces of wind or ice. The benefit of the ceramic center in ACCR is that the conductor does not elongate and sag as much as steel at the same electrical loading or same sag at slightly higher electrical loading as referenced below. There is very limited if any benefit of using ACCR when the upgrade requires higher voltages than existing as in this case. For design parameters described in the Certificate of Need (CON) and Route Permit Application the difference in sag between ACCR and ACSS is about 3 feet.

CAPX Brookings to Hampton

Page 3 of 3

82c significant new business and residential development is happening within 200-300 feet of high-voltage lines in many cases (a specific example is Oak Park Heights, near the Bayport power plant). There should be a serious reconsideration of the direct route along the railroad in Sibley County.

82d Also, please reconsider the existing power line crossing of the Minnesota River at Belle Plaine to minimize environmental impact. Let's avoid another new river crossing. I suspect it is feasible to share poles with the existing line – new larger ones, or possibly even the existing ones. The new technology ACCR (aluminum conductor composite reinforced) lines from our Minnesota-based 3M are being used globally - specifically to minimize impact on environmentally sensitive river crossings. An example from Brazil:

Companhia de Transmissão de Energia Elétrica Paulista (CTEEP), has completed the installation of 3M's Aluminum Conductor Composite Reinforced (ACCR) across the Paraná River as part of a key line upgrade designed to bring more power to rapidly growing southeastern portions of Brazil. The lightweight, sag-resistant breakthrough 3M ACCR provides more than twice the capacity of conventional conductors of similar size without requiring construction of new or enlarged towers. Installed in only six days, CTEEP's 1.1-mile, 138kV ACCR line, crossing the nearly mile-wide Paraná River, is boosting power transmission for the Jupiá Electrical System. Ampacity on the line was increased by 121 percent, with a 36 percent reduction in weight, using only the existing structures.

I urge the Minnesota Office of Energy Security, and other regulatory agencies, to minimize environmental impact by sharing existing infrastructure corridors - specifically, the railroad in Sibley County and the current Belle Plaine crossing of the Minnesota River. Note that these two specific suggestions are complementary, reduce the total length of the line, minimize new infrastructure corridors, and minimize environmental impacts.

Best Regards,
Allen L. Messerli
13833 47th St. N.
Stillwater MN, 55082
Mobile: (+)1.651.402.6537
E-Mail: almesserli@qwest.net

Even if ACCR conductor was to be utilized for the proposed line, although potentially less in weight, it still could not be added to the existing structures at the river crossings mentioned because the existing structures were not designed to support the mechanical load nor do they provide the required electrical clearances. Typically birding groups and other environmental prefer a lower profile flat design as it has less impact to birds in flight. The result is different structures are needed to accommodate this design not a different type of conductor.

Page 1 of 2

Ek, Scott (COMM)

From: Al Messerli [almesserli@qwest.net]
Sent: Sunday, November 08, 2009 9:12 AM
To: Ek, Scott (COMM)
Cc: matthew.langan@dnr.state.mn.us; Kirsch, Raymond (COMM); 'Wayne Barstad'
Subject: FW: Proposed Brookings County SD to Hampton MN 345kV Transmission Project (Docket # 08-1474)

Scott,

I'm sure you are busy but, nevertheless, it seems that I deserve a response to my follow-up query below.

Was the possibility of using the existing Belle Plaine crossing with new technology considered, per the April input below?

Also, has use of the existing infrastructure routes (specifically RR in Sibley County) been reconsidered?

Regards, Allen Messerli

From: Al Messerli [mailto:almesserli@qwest.net]
Sent: Friday, October 23, 2009 12:41 PM
To: 'scott.ek@state.mn.us'
Cc: 'Wayne Barstad'; 'matthew.langan@dnr.state.mn.us'; 'raymond.kirsch@state.mn.us'
Subject: FW: Proposed Brookings County SD to Hampton MN 345kV Transmission Project (Docket # 08-1474)

Scott,

You recently distributed Notice of Availability of the Environmental Impact Statement and Notice of Public Information Meetings for the proposed Brookings to Hampton 345 kV transmission line project (Docket # 08-1474). Although the format is difficult to read on-line, I was unable to find any indication that my input (below) was considered. Underground options were discussed in some detail, despite the fact that they are obviously unfeasible, but **I did not find discussion of the use of new technology (ACCR) to minimize or eliminate the environmental impact of a Belle Plaine crossing (using the existing power line crossing as part of the proposed alternative route).**

Can you clarify if this input was considered and, if so, where I can find the results?

I did note the strong recommendations of the crossing task force to avoid the crossing altogether with a longer southern route, but it is **not clear that they were given any information about the possibility of using new technology along the existing crossing either.**

Thank You,

Allen Messerli

From: Al Messerli [mailto:almesserli@qwest.net]
Sent: Tuesday, April 07, 2009 7:03 AM
To: 'scott.ek@state.mn.us'
Cc: 'raymond.kirsch@state.mn.us'
Subject: Proposed Brookings County SD to Hampton MN 345kV Transmission Project

State of Minnesota,

As we upgrade our infrastructure for use of cleaner power, we need good coordination and leadership from our governmental

11/9/2009

Page 2 of 2

regulatory agencies to minimize environmental impacts. Cleaner energy does not necessarily have to come at the expense of cluttering our pristine agricultural and wildlife areas with more infrastructure corridors. Zigzagging high-voltage power lines across the countryside may minimize short term opposition from small community self-interest groups, but a shorter, more direct, route that shares a corridor with other important infrastructure, is a better solution with less impact on the environment.

There are plans to upgrade the railroad from Winthrop to the Twin Cities to get other clean energy (ethanol) to market more efficiently. Apparently the railroad has already invited the electrical power people to share the right of way. [No one wants to live close to a railroad either.] Yes, this route may take the power line through some small communities, but high-voltage power lines crisscross the Twin Cities area and coexist with residences and businesses. In fact, significant new business and residential development is happening within 200-300 feet of high-voltage lines in many cases (a specific example is Oak Park Heights, near the Bayport power plant). There should be a serious reconsideration of the direct route along the railroad in Sibley County.

Also, please reconsider the existing power line crossing of the Minnesota River at Belle Plaine to minimize environmental impact. Let's avoid another new river crossing. I suspect it is feasible to share poles with the existing line – new larger ones, or possibly even the existing ones. The new technology ACCR (aluminum conductor composite reinforced) lines from our Minnesota-based 3M are being used globally - specifically to minimize impact on environmentally sensitive river crossings. An example from Brazil:

Companhia de Transmissão de Energia Elétrica Paulista (CTEEP), has completed the installation of 3M's Aluminum Conductor Composite Reinforced (ACCR) across the Paraná River as part of a key line upgrade designed to bring more power to rapidly growing southeastern portions of Brazil. The lightweight, sag-resistant breakthrough 3M ACCR provides more than twice the capacity of conventional conductors of similar size without requiring construction of new or enlarged towers. Installed in only six days, CTEEP's 1.1-mile, 138kV ACCR line, crossing the nearly mile-wide Paraná River, is boosting power transmission for the Jupiá Electrical System. Ampacity on the line was increased by 121 percent, with a 36 percent reduction in weight, using only the existing structures.

I urge the Minnesota Office of Energy Security, and other regulatory agencies, to minimize environmental impact by sharing existing infrastructure corridors - specifically, the railroad in Sibley County and the current Belle Plaine crossing of the Minnesota River. Note that these two specific suggestions are complementary, reduce the total length of the line, minimize new infrastructure corridors, and minimize environmental impacts.

Best Regards,

Allen L. Messerli
13833 47th St. N.
Stillwater MN, 55082
Mobile: (+)1.651.402.6537
E-Mail: almesserli@qwest.net

11/9/2009

Al Messerli

From: Al Messerli [almesserli@qwest.net]
Sent: Saturday, October 31, 2009 11:32 AM
To: 'rleclaire1@mmm.com'; 'pkferguson@mmm.com'
Subject: FW: Proposed Brookings County SD to Hampton MN 345kV Transmission Project (Docket # 08-1474)

Pat and Bob,

I blind-copied you on the recent e-mail below. Have not received a response from the state. Have you been involved in any discussion about the use of ACCR for the Minnesota River crossing? I don't have a good feeling about their flexibility, but hope I am wrong. (I think you will recall our earlier communications on the subject.)

Best Regards, Allen Messerli

From: Al Messerli [mailto:almesserli@qwest.net]
Sent: Friday, October 23, 2009 12:41 PM
To: 'scott.ek@state.mn.us'
Cc: 'Wayne Barstad'; 'matthew.langan@dnr.state.mn.us'; 'raymond.kirsch@state.mn.us'
Subject: FW: Proposed Brookings County SD to Hampton MN 345kV Transmission Project (Docket # 08-1474)

Scott,

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Can you clarify if this input was considered and, if so, where I can find the results?

I did note the strong recommendations of the crossing task force to avoid the crossing altogether with a longer southern route, but it is not clear that they were given any information about the possibility of using new technology along the existing crossing either.

Thank You,

Allen Messerli

From: Al Messerli [mailto:almesserli@qwest.net]
Sent: Tuesday, April 07, 2009 7:03 AM
To: 'scott.ek@state.mn.us'
Cc: 'raymond.kirsch@state.mn.us'
Subject: Proposed Brookings County SD to Hampton MN 345kV Transmission Project

State of Minnesota,

As we upgrade our infrastructure for use of cleaner power, we need good coordination and leadership from our governmental regulatory agencies to minimize environmental impacts. Cleaner energy does not necessarily have to

come at the expense of cluttering our pristine agricultural and wildlife areas with more infrastructure corridors. Zigzagging high-voltage power lines across the countryside may minimize short term opposition from small community self-interest groups, but a shorter, more direct, route that shares a corridor with other important infrastructure, is a better solution with less impact on the environment.

There are plans to upgrade the railroad from Winthrop to the Twin Cities to get other clean energy (ethanol) to market more efficiently. Apparently the railroad has already invited the electrical power people to share the right of way. [No one wants to live close to a railroad either.] Yes, this route may take the power line through some small communities, but high-voltage power lines crisscross the Twin Cities area and coexist with residences and businesses. In fact, significant new business and residential development is happening within 200-300 feet of high-voltage lines in many cases (a specific example is Oak Park Heights, near the Bayport power plant). There should be a serious reconsideration of the direct route along the railroad in Sibley County.

Also, please reconsider the existing power line crossing of the Minnesota River at Belle Plaine to minimize environmental impact. Let's avoid another new river crossing. I suspect it is feasible to share poles with the existing line – new larger ones, or possibly even the existing ones. The new technology ACCR (aluminum conductor composite reinforced) lines from our Minnesota-based 3M are being used globally - specifically to minimize impact on environmentally sensitive river crossings. An example from Brazil:

Companhia de Transmissão de Energia Elétrica Paulista (CTEEP), has completed the installation of 3M's Aluminum Conductor Composite Reinforced (ACCR) across the Paraná River as part of a key line upgrade designed to bring more power to rapidly growing southeastern portions of Brazil. The lightweight, sag-resistant breakthrough 3M ACCR provides more than twice the capacity of conventional conductors of similar size without requiring construction of new or enlarged towers. Installed in only six days, CTEEP's 1.1-mile, 138kV ACCR line, crossing the nearly mile-wide Paraná River, is boosting power transmission for the Jupiá Electrical System. Ampacity on the line was increased by 121 percent, with a 36 percent reduction in weight, using only the existing structures.

I urge the Minnesota Office of Energy Security, and other regulatory agencies, to minimize environmental impact by sharing existing infrastructure corridors - specifically, the railroad in Sibley County and the current Belle Plaine crossing of the Minnesota River. Note that these two specific suggestions are complementary, reduce the total length of the line, minimize new infrastructure corridors, and minimize environmental impacts.

Best Regards,

Allen L. Messerli
13833 47th St. N.
Stillwater MN, 55082
Mobile: (+)1.651.402.6537
E-Mail: almesserli@qwest.net

Page 1 of 2

Ek, Scott (COMM)

From: Al Messerli [almesserli@qwest.net]
Sent: Friday, October 23, 2009 12:41 PM
To: Ek, Scott (COMM)
Cc: 'Wayne Barstad'; matthew.langan@dnr.state.mn.us; Kirsch, Raymond (COMM)
Subject: FW: Proposed Brookings County SD to Hampton MN 345kV Transmission Project (Docket # 08-1474)

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I did note the strong recommendations of the crossing task force to avoid the crossing altogether with a longer southern route, but it is **not clear that they were given any information about the possibility of using new technology along the existing crossing either.**

Thank You,

Allen Messerli

From: Al Messerli [mailto:almesserli@qwest.net]
Sent: Tuesday, April 07, 2009 7:03 AM
To: 'scott.ek@state.mn.us'
Cc: 'raymond.kirsch@state.mn.us'
Subject: Proposed Brookings County SD to Hampton MN 345kV Transmission Project

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Also, please reconsider the existing power line crossing of the Minnesota River at Belle Plaine to minimize environmental impact. Let's avoid another new river crossing. I suspect it is feasible to share poles with the existing line – new larger ones, or possibly even the existing ones. The new technology ACCR (aluminum conductor composite reinforced) lines from our Minnesota-based 3M are being used globally - specifically to minimize impact on environmentally sensitive river crossings. An example from Brazil:

10/23/2009

Page 2 of 2

Companhia de Transmissão de Energia Elétrica Paulista (CTEEP), has completed the installation of 3M's Aluminum Conductor Composite Reinforced (ACCR) across the Paraná River as part of a key line upgrade designed to bring more power to rapidly growing southeastern portions of Brazil. The lightweight, sag-resistant breakthrough 3M ACCR provides more than twice the capacity of conventional conductors of similar size without requiring construction of new or enlarged towers. Installed in only six days, CTSEP's 1.1-mile, 138kV ACCR line, crossing the nearly mile-wide Paraná River, is boosting power transmission for the Jupiá Electrical System. Ampacity on the line was increased by 121 percent, with a 36 percent reduction in weight, using only the existing structures.

I urge the Minnesota Office of Energy Security, and other regulatory agencies, to minimize environmental impact by sharing existing infrastructure corridors - specifically, the railroad in Sibley County and the current Belle Plaine crossing of the Minnesota River. Note that these two specific suggestions are complementary, reduce the total length of the line, minimize new infrastructure corridors, and minimize environmental impacts.

Best Regards,

Allen L. Messerli
13833 47th St. N.
Stillwater MN, 55082
Mobile: (+)1.651.402.6537
E-Mail: almesserli@qwest.net

10/23/2009

November 25, 2009

Office of Energy Security
Attn: Scott Ek
85 7th Place East, Suite 500
St. Paul, MN 55101

Re: Draft Environmental Impact Statement – CapX2020 Brookings County/Hampton
Transmission Line Project

Dear Mr. Ek:

I am the owner of the SW ¼ of Section 5, including a 9.30 acre parcel of land located in the SW ¼ of the NW ¼ of said Section 5, all land lying and being in Township 113, Range 27 of Sibley County, Minnesota, and also other lands in said Section 5.

As a landowner in Arlington Township of Sibley County, Minnesota, I am greatly concerned, and strongly object and oppose the Applicants' identified new proposed route referred to as "USFWS/MNDNR Alternative." This proposed route will have a detrimental and adverse effect on the home farm and the farming operations of my above described lands. This proposed route will also have a negative and unfavorable impact on the area's overall environment including conservation lands, designated wetlands, and the High Island Creek system located in the S ½ of said Section 5 and beyond.

My farm has the honorary distinction of being a Century Farm. The farm was first homesteaded by my grandfather in 1864.

A natural gas pipeline, constructed several years ago, already traverses the said SW ¼ of Section 5 and lands owned by me in said Section 5.

The following comments are provided as relates to the subject Draft Environmental Impact Statement (EIS). These comments address both the immediate impact to my lands as well as the Project as a whole. I ask that they be made a part of the public record and considered in the Office of Security's (OES) preparation of the Final EIS.

- I was not made aware of the potential impacts of this Project until mid-October, 2009. By that time, OES had already conducted twelve public information meetings (March 30 through April 9, 2009). Additionally, a public comment period on the scope of the Draft EIS had ended April 30, 2009. My first contact was by way of an October 16, 2009, CapX2020-generated "Notice of Alternative Route Potentially Affecting Your Property." Such late notification unfairly precluded my ability to either adequately address issues involved with what would become the Draft EIS or consider the benefit of intervention (n.b., a Petition for Intervention needed to be filed by October

87a.

The OES has followed the route permit process as promulgated in Minnesota Statutes 216E and Minnesota Rules 7850.1000 to 7850.5600. Unfortunately the statutes and rules do not provide a mechanism in which to notify landowners of potentially new routes that have been developed after the scoping decision document has been issued, unless a person has added themselves or requested to be added to the project contact list maintained by the Commission (Minn R. 7850.2100, subp. 1B). In an attempt to inform potentially affected landowners during this process the OES has taken steps beyond rule requirements to notify landowners of the project permitting process which included requesting the applicants sending the notice you received in October 2009. The OES notes that you were able to send this November 25, 2009, letter commenting on the DEIS.

87b.

See DNR comment FEIS ID#269.

87c.

See DNR comment FEIS ID#269.

87a

26, 2009). I hereby request an extension of time that would afford me the opportunity to do both.

- 87b
- The Draft EIS uses confusing terms. The use of “Preferred” route and “Alternate” route is straightforward. However, references to “North – South Connector” routes, “Crossover Area Examples 1, 2, 3” and a “USFWS/MNDNR Alternative” introduce a considerable level of confusion. In addition, labeling any route as a “USFWS/MNDNR” alternative, by default, implies some sort of preferential consideration. If, indeed, each of the four possible routes intended to connect the “Preferred” route with the “Alternate” route is being considered on its own merits, there needs to be consistent terminology as to identification as well as treatment in the text.
- 87c
- The Draft EIS does not describe the methodology or factors evaluated for the “USFWS/MNDNR Alternative.” Is this route endorsed by the USFWS and the MNDNR? This appears to be a premature decision in what should be an evaluation of environmental issues associated with this Project.
- 87d
- The Draft EIS is insufficient in its description of “impacts” associated with transmission line right-of-ways. For example, what kinds of impacts could reasonably be expected of a transmission line of this Project’s size when crossing, or located near, a natural riverine system such as High Island Creek?
- 87e
- Page G-4 of Appendix G presents an analysis of various factors (e.g., Corridor Sharing, GAP Land Cover) associated with the aforementioned four “North – South Connector” routes. The Draft EIS document does not provide a similarly formatted analysis of the “Preferred” route and “Alternate” route, and their associated route alignment alternatives and route segment alternatives. I recommend the EIS enable a side-by-side comparison of evaluation parameters, similar to page G-4 of Appendix G, for all potential route combinations.
 - Crossing of the Minnesota River could have great adverse environmental impacts. The Minnesota River Valley has already been victimized by numerous forms of infrastructure (highways, transmission lines, railroads, etc.) that collectively and increasingly degrade its value as an important environmental resource of the state of Minnesota.
- 87f
- The “Preferred Route” appears to have merit in terms of overall location. Options for crossing the Minnesota River along this route should include an evaluation of methods to attach the transmission line to existing structures (e.g., bridges), modify existing structures to accommodate carrying the load of the transmission line, or positioning the transmission line to cross below the river itself.
 - Bucks Lake, an oxbow feature of the Minnesota River, is known to have significant natural resource values. Since the “Preferred Route” has the potential to directly impact Buck’s Lake, I recommend the variation on the “Preferred Route” referred to

87d.

Section 4.4 of the DEIS addresses ROW requirements for this project. 5.3 Transmission Line Construction including potential impacts to ROWs and mitigation methods (5.3.2) are discussed in Section 5.3 of the DEIS. Potential impacts and mitigation for river crossings and various other surface flows is addressed in Sections 6.10 and 6.11. In addition, the north-south connector route examples are specifically identified and discussed in Appendix G of the DEIS.

87e.

An analysis of the connector routes was provided in Appendix G of the DEIS. Additional analysis of these route alternatives was provided by the applicant and is available in Appendix D of this document.

87f.

In addition to discussing underground crossing options of the Minnesota River in this area, Section 4.7 (Aerial Crossing of River) also discusses the possibility of an aerial crossing and states, “One proposed option for crossing

as "4P-04" (see enclosed pdf) be considered in the routing process. Incorporating environmentally-sound river crossing methodologies mentioned above, and utilizing variation route (4P-04), could avoid the Bucks Lake area and minimize impacts associated with the eastern Minnesota River crossing.

Very truly yours,



Alvin R. Mueller

Enclosures: Appendix A - Sheet CH28A

Cc: Sibley County Board
Arlington Township Board
City of Arlington
LeSueur County Board
City of LeSueur

the Minnesota Rive near Le Sueur is installation of the transmission line on the Highway 169 bridge. The MN/DOT's Utility Accommodation Policy includes policies and procedures for the installation of utilities on highway bridge structures. However, placement on the Highway 169 bridge does not appear to be possible."

11/30/2009 11:26 3203672832

TRUE PRECISION

PAGE 01/01



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Harvey Myhre Sr.
Address: 1576 310th St.
City: Minnetonka State: MN ZIP: 55264

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.

Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

- 88a • My house and barn are app 50^{ft} from road right of way.
- 88b • I have a son that has an insulin pump that does the farming.
• We have a high voltage line 1/2 mile south of 310th St.
• My wife died in 1984 of cancer. I feel her cancer was caused from this high voltage line.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Harvey Myhre Date: 11-29-09

88a.

The OES has identified the location of your residence and its proximity to proposed alternative alignment 1P-02. It has been shown in Appendix A, Sheet SL22 as a location that has been determined to be "Narrow" and potentially challenging.

88b.

(See response to FEIS ID#46f)

NOV-30-2009 03:15 PM LYON CO FARM SERVICE JV 5074283853

P. 01/06



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Jim Noyer
Address: 2140 County Rd 8
City: Ghent State: MN ZIP: 56239

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

- Please do not put the power lines along our road. County Rd 8 East of Ghent MN. For the following Reasons
- ① Our house is within 300 feet of Road
 - ② Interference with electronics, cell phone and possible stray voltage for livestock
 - ③ I have a hog barn within 100 feet of the road
 - ④ Our route ALP02 as twice as many wetland acres being affected by the line then ALP01 route does.
 - ⑤ My biggest concern is health issues with the electromagnetic field.
- Thank you

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Jama Noyer Date: 11-30-09

91a.

(See response to FEIS ID#4a, 8a and 18b)

91b.

(See response to FEIS ID#2a)

NOV-30-2009 03:16 PM LYON CO FARM SERVICE JV 5074283853

P. 02/06



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 try: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Tony Noyes
Address: 2140 county road 8
City: Ghent State: MN ZIP: 56239

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities. Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

Please do not put the power lines up by our house. We do not want to have to hear the noise or have it affect us and our health or the health of our livestock. It will also lower our property's value. Please stay away. It will be appreciated.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Tony Noyes Date: 11/29/09

NOV-30-2009 03:16 PM LYON CO FARM SERVICE JV 5074283853

P. 03/06



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 city: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: David Noyes
Address: 2140 county road 8
City: Ghent State: MN ZIP: 56239

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

Please do not put the power line threw ^{are} ~~our~~ yard.
Because I like to play in my yard & thats were my
Dog runs around & the noise ~~may~~ hurt her ~~our~~ annoy her.
Also I love to hunt & if you put it threw our yard
it will also ruin by ~~our~~ hunting land, & then we have
to watch out for it.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scottek@state.mn.us with ET2/TL-08-1474 in the
subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>

Signature: David Noyes Date: 11-29-09

NOV-30-2009 03:17 PM LYON CO FARM SERVICE JV 5074283853

P. 04/06



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Allen Noyes
Address: 2140 County Rd 8
City: Cheney State: MN ZIP: 56239

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

Please do not run the power lines through our property.
If the power lines were on our property it would be an interference
to our daily activities, and it would lessen the already cell phone
reception in our area. Also, it will lower our property's value which I
am hoping to one day own.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with **ET2/TL-08-1474** in the
subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Allen Noyes Date: 11-29-09

NOV-30-2009 03:18 PM LYON CO FARM SERVICE JV 5074283853

P. 05/06



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 tty: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Lois Noyes
Address: 2140 County Road 8
City: Ghent State: MN ZIP: 56239

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Please do not run the power lines near our home. There would be an increase in noise, and a loss of value of the land to an already struggling farm economy. Studies suggest health concerns with this high voltage, and disruption of inside electronics. So - we'd rather it not go by our farm.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary). You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Lois Noyes Date: 11-29-09

NOV-30-2009 03:18 PM LYON CO FARM SERVICE JV 5074283853

P. 06/06



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 city: 651.296.2860 fax: 651.297.7891
www.commerce.state.mn.us

Draft Environmental Impact Statement (EIS) Comment Form
Brookings-Hampton 345 kV Project

Name: Jackie Noyes
Address: 2140 CTY Rd 8
City: Ghent State: MN ZIP: 56239

Share your comments on the accuracy and completeness of the Draft EIS prepared on the proposed Brookings County, South Dakota, to Hampton, Minnesota, 345 kilovolt (kV) transmission line and associated facilities.
Comments must be received no later than 4:30 p.m., Monday, November 30, 2009.

Please do not run the power lines near our property. It could affect things like our health, utilities and possibly our farming operation. It will increase noise in our farm. We enjoy playing ball in our yard and this will be in the way. Our property value will go down as well.

Please turn this form in tonight or mail to the address provided on the back (use additional sheets as necessary).
You may also email comments to Scott Ek, Project Manager at: scott.ek@state.mn.us with ET2/TL-08-1474 in the subject line or submit comments online at: <http://energyfacilities.puc.state.mn.us/publicComments.html>.

Signature: Jackie Noyes Date: 11-29-09

Ek, Scott (COMM)

From: Apache [apache@lmic.state.mn.us]
Sent: Wednesday, October 21, 2009 4:15 PM
To: Ek, Scott (COMM)
Subject: Nytes Wed Oct 21 16:14:42 2009 ET2/TL 08-1474

This public comment has been sent via the form at: www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Brookings County - Hampton Transmission Line Project

Docket number: ET2/TL 08-1474

User Name: Alice Nytes

County: Scott County

City: new Prague

Email: babdnytes@aol.com

Phone:

92a Impact: Why are there no meeting in the New Prague area. We have to drive either to Lakeville or Henderson. Why no information at the New Prague Library. It would be convient for the New Prague People.

Mitigation:

Submission date: Wed Oct 21 16:14:42 2009

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

92a. Why were there no meetings in the New Prague area.

The OES provided notice and conducted the following meetings in the New Prague area:

- Public Scoping Meeting, April 4, 2009 – New Prague High School
- DEIS Public Meeting, November 12, 2009 – Lonsdale American Legion
- Public Hearing, December 28, 2009 – Knights of Columbus Hall

DEIS Comment - Brookings CapX 08-1474 - Docket No. ET2/TL-08-1474

Page 1 of 1

DEIS Comment - Brookings CapX 08-1474 - Docket No. ET2/TL-08-1474

Carol A. Overland [overland@redwing.net]

Sent: Monday, November 30, 2009 12:33 PM

To: Ek, Scott (COMM)

Attachments: Ex 35 App 7 Conductor spec.pdf (166 KB)

Docket No. ET2/TL-08-1474

Scott -

A quick Draft EIS comment for the record regarding the EMF calculations.

Attached please find the conductor specs entered in the record of the SW MN 345kV proceeding, it was in Xcel's application, it's Exhibit 35, App. 7.

This chart shows **954 ACSS bundled conductor, with rating of 2085MVA and ampacity of 1729-1745**. In record of CapX CoN they say 2050, maybe amps are a little less too. Whatever, it's close.

Note the Amperage ratings in this and compare with those used in Chapter 6, the EMF tables.

It's not even close. Those charts need to show "expected" levels and max levels -- as we know, utilities don't build transmission lines to sit around unused, they usually run near capacity. I think that's on the CoN record as well. The modeling needs to be corrected - it's garbage in, and therefore garbage out.

Carol

--

Carol A. Overland
Attorney at Law

LEGALECTRIC - Energy Consulting
P.O. Box 69
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www.legalelectric.org
www.nocapx2020.info

94a.

(See response to FEIS ID#1c)

94a

Table 2

Computation of **SAC** Overhead Conductor Ampacities

(Steady State)

Per ANSI/IEEE Standard 738-1986

		milr		l/s		Temperature		Ambient air temp		Conductor surface temp		Latitude		45 degrees N	
		1.35		2.00		C		F		200		104		90 degrees	
		0.5		0.5											
		0.5		0.5											
		0.05483		0.05403											
		0.0101		0.0101											
		68.1		68.1											
		180		180											
		94.64		94.64											
		1.0345		1.0345											
		0.05483		0.05403											
		0.0101		0.0101											
		68.1		68.1											
		180		180											
		94.64		94.64											
		1.0345		1.0345											
		0.05483		0.05403											
		0.0101		0.0101											
		68.1		68.1											
		180		180											
		94.64		94.64											
		1.0345		1.0345											
		0.05483		0.05403											
		0.0101		0.0101											
		68.1		68.1											
		180		180											
		94.64		94.64											
		1.0345		1.0345											
		0.05483		0.05403											
		0.0101		0.0101											
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		0.0101		0.0101											
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CapX 2020 transmission EIS Docket No. ET2/TL-08-1474

Page 1 of 1

CapX 2020 transmission EIS Docket No. ET2/TL-08-1474

Carol A. Overland [overland@redwing.net]

Sent: Monday, November 30, 2009 4:27 PM

To: Ek, Scott (COMM)

Docket No. ET2/TL-08-1474
More comments

- 95a p. 2-2, 2.4 - Project Purposr - This presumes applicant's need, as stated, which is NOT reasonable to presume. It should state that "the applicants state the purpose is..." rather than the agency presume it.
- 95b p. 4-5 & 4-6, 4.6 Underground. Applicants have done/are doing undergrounding for Chisago xmsn, down the St. Croix bluff on the west side. This possibility for mitigation has not been properly addressed for the Minnesota, Mississippi and ALL river crossings.
- 95c p. 5-1, 5.2 Utility Right of Way Acquisition Process - this unreasonably presumes landowners' power in this negotiation and/or condemnation process. Landowners do NOT have ability to find competent eminent domain counsel, have to pay out of pocket to do so IF they can find someone. Utilities make lowball offers and threaten landowners with hauling them through condemnation, which is no picnic, and extort agreements. This does NOT address Buy the Farm which Minnesota alone provides (Minn. Stat. 216E.12, Subd. 4). It is NOT a level playing field. This section should better address landowner issues.
- 95d p. 5-2 - procedures for construction access and lay down areas is not adequately addressed.
- 95e p. 6-1, first part of page, uses word "could" and it should be "WOULD." Minnesota law PRESUMES impact.
- 95f p. 6-4, 6.2.1 EMF - EMF section only addresses 60hZ and ELF up to 300hZ. There is no discussion whatsoever of high harmonics. There is a LOT of research out there, and this area must be addressed.
- 95g p. 6-7, Figure 6.2.1.2-2 - These levels are way off. There should be modeling and charts to show expected levels, median levels, and maximum levels of current and resultant EMF. There should also be powerflows and specifics documenting the assumptions used.
- 95h p. 6-10, 6.3.1 SF6- there is no discussion of WHY we care about SF6 release, and that it's the major greenhouse gas.
- 95j p. 6-12, 6.5.2 - should have more realistic conclusions, expect a 7-20% decrease in property values.

--

Carol A. Overland
Attorney at Law

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<https://webmail.state.mn.us/owa/?ac=Item&t=IPM.Note&id=RgAAADorgEoXrmgT6NvkGn0VKroB...> 11/30/2009

95a.

(See response to FEIS ID#7a)

95b.

(See response to FEIS ID#1g)

95c.

Section 5.2 (Utility Right-of-way Acquisition Process) of the DEIS explains in general terms the process in which utilities acquire easements once a route permit for a project is issued. This may not be the case for all utilities and included to provide a general sense of what can be expected during this process.

Section 6.1.4 Displacement briefly describes the Buy the Farm provision. Again the Commission is not involved in the easement acquisition process. See also response to FEIS ID#2e.

95d.

Section 5.3 (Transmission Line Construction) of the DEIS discusses Staging and Lay-Down Areas. Temporary lay-down areas outside of the transmission line ROW would not be included in a route permit. Permission would need to be obtained from land owners through rental agreements.

95e.

Because a route alignment has yet to be determined and the project is not built, the DEIS strives to identify any and all of the potential impacts that could pose an impact to the natural environment and human settlement. The purpose of the DEIS is to attempt to describe these impacts as defined in the Scoping Decision Document and provide possible mitigation methods for these impacts. The DEIS does not always presume impact and in fact looks for ways to avoid potential impact.

95f.

The applicant has provided the following information: Harmonics are present on the transmission and distribution systems and are considered "noise". Common sources of harmonics on the distribution system are items such as florescent lights and computer power supplies. On the transmission system lightning strikes or switching operations are common causes. Harmonics are often at much higher frequencies than the 60 hZ of the electric system in the United States. Because the magnitude of the current at these harmonics they are very small in comparison to the magnitude of current at 60 hZ, typically less than 1/1000, the harmonic has no impact on EMF levels.

Harmonics are also a power quality concern. Electric Utilities work to minimize power quality and harmonic issues.

95g.

(See response to FEIS ID#1c)

95h.

Section 6.3 (Air Quality) explicitly describes SF6 and PFC use in electricity transmission and distribution along with the management and mitigation methods of this gas in relation to this project.

95i.

(See response to FEIS ID#10b and FEIS ID#56b)

Page 1 of 1

Ek, Scott (COMM)

From: Michelle Popel [michellepopel@yahoo.com]
Sent: Friday, November 20, 2009 4:07 PM
To: Ek, Scott (COMM); Capx.Oah@state.mn.us
Subject: Comments on the High Voltage Transmission Lines

Greetings!

I am a resident in Lakeville, who would be potentially affected by the construction of the transmission line project.

I object to the current route, along Highway 70 for the following reasons:

- 97a 1. By building the line along County Road 70, you would be dangerously close to Air Lake airport, which is a very busy airport. Big power lines and airplanes don't mix well!
- 97b 2. Our property values in southern Lakeville have taken a big hit already. Having huge towers visible in my back yard won't help the resale value of my home.
- 97c 3. Studies indicate that power lines have harmful emissions. I have small children and do not want my family harmed by the closeness of these big lines.

Please consider moving the lines further south...there is much less development down there and it would get them away from the airport.
Thanks for reading!

Michelle Popel
michellepopel@yahoo.com

97a.

(See response to FEIS ID#262f)

97b.

(See response to FEIS ID#10b)

97c.

(See response to FEIS ID#2a)

This public comment has been sent via the form at:
www.energyfacilities.puc.state.mn.us/publicComments.html

You are receiving it because you are listed as the contact for this project.

Project Name: Brookings County - Hampton Transmission Line Project

Docket number: ET2/TL 08-1474

User Name: Michael & Belva Power

County: Le Sueur County

City: New Prague

Email: mgp@bevcomm.net

Phone: 952-758-2949

Impact: We are writing this to express our opinion regarding the Brookings County-Hampton Transmission Line Project. We live on a acreage located on the "alternative" route. We believe the combined Utility Companies chose the "primary" route knowing their objectives would best be met with this route. Therefore, we believe the "primary" route should be the final choice for this project.

98a We are aware of the environmental impact study, but we are wondering if a Human Impact Study was completed or if it is being considered? In past law suits, dairy farmers have prevailed because of decreased milk production as a result of the affect of the high voltage transmission lines on their dairy herd. If these lines can affect dairy cows, what are the long-term health implications to humans?

98b Also, what is the financial impact of power lines on our home and land? In an already declining real estate market, how saleable is our home with 150 feet tall power poles as our new neighbors?

We are opposed to the proposed power lines being built on the "alternative" route.

Thank you, Michael & Belva Power

Mitigation: We are writing this to express our opinion regarding the Brookings County-Hampton Transmission Line Project. We live on a acreage located on the "alternative" route. We believe the combined Utility Companies chose the "primary" route knowing their objectives would best be met with this route. Therefore, we believe the "primary" route should be the final choice for this project.

We are aware of the environmental impact study, but we are wondering if a Human Impact Study was completed or if it is being considered? In past law suits, dairy farmers have prevailed because of decreased milk production as a result of the affect of the high

98a.

(See response to FEIS ID#2a and FEIS ID#55a)

98b.

(See response to FEIS ID#10b)

voltage transmission lines on their dairy herd. If these lines can affect dairy cows, what are the long-term health implications to humans?

Also, what is the financial impact of power lines on our home and land? In an already declining real estate market, how saleable is our home with 150 foot tall power poles as our new neighbors?

We are opposed to the proposed power lines being built on the "alternative" route.

Thank you, Michael & Belva Power

Submission date: Mon Nov 30 17:41:28 2009

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick
andrew.koebrick@state.mn.us

Mr. Scott Ek,

I'm writing to comment on the EIS summary in reference to my home on 33004 340th St, Morgan, MN Brown Co, Steve Prohl. Once again I cannot emphasize the importance of staying at least 500 ft. from ones home. I read in the Redwood Gazette that you drove this route & might do so again. I hope we can meet out here & discuss this. You know that before entering Brown Co, the preferred route comes for 15 miles in the middle of the field sections, where it is away

99a.

(See response to FEIS ID#2a)

99b.

(See response to FEIS ID#10b)

99c.

(See response to FEIS ID#18b)

2

from homes along the
road. Then why when
entering Brown Co. let
them turn North & follow
the road to come right
beside my house (54th
from right of way) when
they could keep going
along permanent line fences
with minimal inconvenience.
Why can't this happen?
I'm not talking about
crossing a field in the open
but staying on permanent
line fences. I also have
a CRP wildlife tree
planting 4.2 Acres with
farm pond on my building
site with .5 Acre food plot,
loaded with deer, pheasants
songbirds & all kinds of
wild life. But the main

3

99a

99b

99c

Concern is health concerns
for me living under this
345 KV line. The Value
of my place will worth-
less if this happens.
Don't believe anything
different, Nobody is looking
for a Home to Buy
under a Power line.
Interference & Noise will
be unbearable, constantly
being there. Move this
away from peoples homes
before its too late.
Thankyou.

Sincerely
Steve Prahl

Ek, Scott (COMM)

From: Mrsprchal@aol.com
Sent: Sunday, November 29, 2009 11:57 PM
To: Ek, Scott (COMM)
Subject: Docket ET2/TL-08-1474

From: Jodi and Dan Prchal, homeowner of 32155 Sanborn Dr Montgomery, MN 56069 and owner/operator of Czech Country Farm 30584 State Hwy 13 New Prague, MN 56071.

100a In reviewing the Draft EIS, we felt that there was no mention of Scott County Road 2 having a possible extension to Hwy 169 in the future. If this is the case, the cross country land will be slated for road development and would be a straight corridor from 169 to 35W following a wide road right of way. This was mentioned in our task force meetings and it was submitted as an alternative route.

100b There was also little mention of the hardships to farmers this line would create: loss of prime ag land, hazards of operating large machinery near the lines-grounding issues, refueling dangers, compaction issues/crop damage from line construction and maintenance, loss of profit from going around poles-wasting time, fuel, seed, fertilizer when once there were straight rows, machinery possibly catching on the poles, close proximity to grain bins with electrical aerators/grain dryers/1000 gallon propane tanks, crushing/breaking of field tile due to construction/maintenance.

DNR and wildlife areas should be protected. Cutting cross country for so many miles through so many areas that have been preserved is something to highly consider. Following large road right of ways makes the most sense and keeping the line closer to the needed source (Twin Cities) should be priority.

Loss of property values and agricultural land in smaller counties such as Le Sueur and Rice Counties would be devastating. Farmers work hard to preserve and protect the land. We are hoping the state of Minnesota will keep these things in consideration. Dan and Jodi Prchal

100a.

The Scott County 2030 Comprehensive Plan dated March 24, 2009, indicates the potential road improvement of extending County State Aid Highway (CSAH) 2 between TH 169 and County Road 61 is currently unfunded and that a future study would be needed to identify a future extension west to TH 169.

The Scott County 2030 Comprehensive Plan Update also indicates that there are no current construction plans for projects on any existing State Highways within Scott County in MN/DOT's 2008-2030 Transportation System Plan.

100b.

(See response to FEIS ID#2b, FEIS ID#45b, FEIS ID#55a and FEIS ID#80b)

ET2/TL-08-1474

Page 1 of 1

ET2/TL-08-1474

Penny [penandink@frontiernet.net]

Sent: Monday, November 30, 2009 3:56 PM

To: Ek, Scott (COMM)

I would like to register the following comment into the records concerning the Brookings-Hampton 345kV Project:

I am currently using the value of my property to draw money from a reverse mortgage program to live on due to the financial situation I am in. I lost my job early last year at the same time I was diagnosed with cancer. I had to have an operation, went through chemo, and did not handle the radiation treatments at all. I ended up with third degree burns from it and as I could not complete the scheduled battery recommended or required, I am told that there is better than a 30% chance that the cancer will be back in as little as a year to three years. Whether it is my age, my health or just the economy or a combination, I have not been able to find another job, my cobra has expired and my health insurance (because of the recent cancer) is so expensive that the monthly cost of that alone along with my share of the monthly prescriptions the doctors have me on cost more than the amount of social security I am receiving as I had to start it earlier than I had reached the eligible age for the maximum amount and than I had planned for. At the time I realized I wasn't going to be able to find another job easily in a reasonable time for the first time in my entire life, (one time the company I worked for announced it was closing at 5:00 pm. on Friday and I had a new job by Monday morning at 8:00 am.) I used some of my retirement savings to pay off my credit cards and car loan so that I wouldn't lose the car, etc. Besides along with the rest of the country the accounts were dwindling down even more rapidly than the interest rates were rising. The amount I can draw on the reverse mortgage is based on the property value and if it drops significantly I will not be able to access enough for monthly living expenses like utility bills, food, drugs etc. let alone needed up keep and repairs or the periodic help I need in my current health situation to do things that I am not able to do for my self. Even if you purchased the property at full value I would not be able to buy new living quarters with enough equity to even qualify for a reverse mortgage let alone with enough value to draw the required amount to live on. I have chosen to live out here alone for well over thirty years now with the struggle that has meant in earning enough money for the mortgage on my own, the extra cost in gasoline and reliable transportation to commute to the jobs that paid sufficiently to allow for it, the rising cost of living and taxes and still have a quality life of my choosing out in the rural country. I may not have the option right now for as active a life as I once had been able to enjoy between my health and advancing age but this is where I choose to live it out. Please don't do anything to make that impossible or harder than it already is. One other thing in closing, I am quite concerned with all of the discussions about the concerns of the high voltage effects of this size power lines being this close on my health and the possibility of causing cancer when I already have such a high risk for the cancer returning. The biopsy reports showed the type I had to be the worst grade 4 the most aggressive type there is. I don't need any thing else to increase this. Thank you for taking all of this into consideration when making your final decisions and I hope that just because I am only one person, elderly and no longer a productive income producing member of the community or society, I hope that I have earned the right to live out what is left of my life as I see fit.

Sincerely,

Penny J. Reuben
24300 Beard Avenue South
Lakeville, Mn 55044
(about 500 feet from the center of the main route)

102a.

(See response to FEIS ID#2a)

102a