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Ek, Scott (COMM)

From: Terriann Rice - Picture This [terriann4@gmail.com]
Sent: Tuesday, November 24, 2009 1:58 PM
To: Ek, Scott (COMM)
Subject: EIS Comments for Picture This Photography - CapEx Line
Attachments: eis comments web.pdf

Hi Scott,

Attached are the comments to be included with the EIS for the Cap Ex project. Please take a look at the details as we've spent many hours on this report. You'll see that many new items have been added to the report including a recent customer survey, financial loss implications, visuals of what our studio looks like, some photos taken on our outdoor studio, and how the land is laid out in relation to the proposed power line. If the preferred route is approved, we will continue to fight this through the legal system and will seek restitutions for the loss of business that we will incur. The loss is huge, so I think it would be to the best interest of the utility company to try to re-route the line to the 6P06 or 6P03 to save financial costs associated with my business as well as relieve legal obligations for the race horse breeding ranch and the Buddhist temple. This alternate route changes the number of homes affected from 28 to 3. It seems to me like it should be a 'no-brainer.'

Thanks for your time.

If you have any questions, please feel free to call or email me.

--
Terriann Rice
Picture This - Photography & Design
Portrait Studio
4500 222nd St E, Hampton MN 55031
www.picturethis-photo.com
email@picturethis-photo.com
612-532-9565

104a.

(See response to FEIS ID#2a)

104b.

(See response to FEIS ID#10a)

104c.

HUD-FHA Single Family Housing,
Homeownership Center Reference Guide

Indicates the following:

The appraiser must indicate whether the dwelling or related property improvements is located within the easement serving a HVTL, radio/TV transmission tower, cell phone tower, microwave relay dish or tower, or satellite dish (radio, TV cable, etc).

1. If the dwelling or related property improvement is located within such an easement, the DE Underwriter must obtain a letter from the owner or operator of the tower indicating that the dwelling and its related property improvements are not located within the tower's (engineered) fall distance in order to waive this requirement.



Picture This – Photography & Design, Portrait Studio
And Residence of Tom & Terriann Rice
 4500 222nd St E, Hampton, MN 55031
www.picturethis-photo.com 612-532-9565

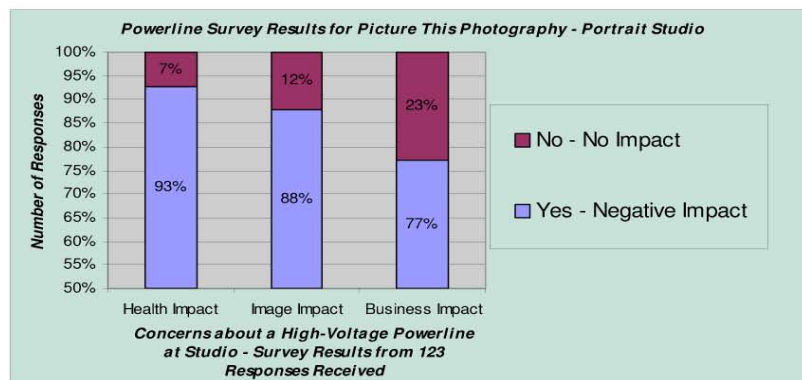


Environmental Impact Survey Comments

Our portrait photography studio and home is in the direct routing of the CapEx preferred route. Should this route be approved, the high voltage transmission line is planned to come within 150 ft of our residence and photography studio. The 150 ft right-of-way easement will encroach nearly 1000 ft of our driveway and wooded lot. Our studio and home is nestled in the woods ½ mile from a township road. A recent customer survey has indicated an extreme level of concern over the placement of the line and will drastically impact the revenue of our business.

“Picture This Photography is a very well known business in the Farmington community as I am sure it is in all the surrounding communities.” – Picture This Customer

“Picture This is a wonderful studio. I believe that putting in power lines would ruin the opportunity for others to experience such a great studio. It'll greatly affect the decisions of others from picking Picture This and it'll take away from the beautiful variety of outdoor photography scenes”. – Picture This Customer



- If the dwelling and related property improvements are located outside the easement, the property is considered eligible and no further action is necessary. The appraiser, however, is instructed to note and comment on the effect on marketability resulting from the proximity to such site hazards and nuisances.

The “engineered fall distance” of a tower is not a phrase defined or utilized by the utility industry or applicants and is not defined in federal statutes or regulations. The only guidance for these terms is provided in HUD Handbook 4150.2 which states that “[f]or field analysis, the appraiser may use tower height as the fall distance.” Valuation Analysis for Single Family One-to Four-Unit Dwellings, HUD Handbook 4150.2 at 2-2(J).

Typically it is appropriate to comment on the presence of the transmission power lines and whether or not the subject is located within the easement, nothing more. Applicants are unaware of any instance where an FHA loan was denied for a single family home due to its proximity to a transmission line pole. Applicants have, however, been contacted by FHA representatives in the past regarding poles homes and applicants have provided letters stating that the transmission line facilities were constructed according to all applicable codes and requirements.

Public Health & Safety

104a Annually, a minimum of 1,000 people come on our property for the photography business including many pregnant women and babies. Health issues related to EMF and human settlement in and around high voltage power lines, although disputed, is not something we are willing to subject our customers and visitors to on each visit. A survey was conducted with our customers and over 93% said powerline safety was an area of concern. (See attached survey results.) The preferred route brings the line within 150' of our front door causing concerns for our family as well.



Quotes from past **Picture This** customers obtained in our November 2009 customer survey:

"I believe the studio should be in a safe and inviting environment for the many clients who use Picture This Photography as their photo studio of choice. I also believe if a high voltage transmission line crosses the property, this would be a detriment to new business and could affect the overall livelihood of the Company, which by the way, appears to be thriving. We had our son's graduation pictures taken there and I know the outside backyard was used for many of those shots. We have heard NOTHING BUT GREAT things about our son's photos and the great work that was done...inside and OUTSIDE. I have sent the business website address to many people who are not only prospective clients, but also other photographers who inquire about the great and unique photos. I would certainly think twice about telling more people of this great work, if it could become a safety hazard to new clients"



"You have a beautiful, peaceful location for your business which totally added to the overall enjoyment of our photography experience. A large structure like this would completely ruin the ambience and the look of the area. It would also deter us from coming to the studio since we've always been leary of subjecting ourselves and children to the dangers they pose. We built 2 new homes with careful placement as far away from such structures to prevent exposure..."

"...Keep it away from homes and businesses! You guys have beautiful outdoor scenes for pictures and I'm sorry but I wouldn't want to be around those lines even for a second..."

"...We would also not want our child(ren) running around by any of them."

"With many families having their photos taken here I think it would be an absolute shame to put high voltage lines through this beautiful property. I personally would be a bit nervous taking photos around this area."

The pole heights proposed for the double circuit and double circuit capable 345 kV facilities are between 130 feet and 175 feet. The pole heights for the 115 kV facilities are between 65 feet and 90 feet. The risk of a transmission pole failure is very low. The poles proposed for the Brookings 345 kV project are designed to withstand extreme wind and weather conditions normally experience in their area of installation. In addition, the transmission structures are designed to collapse on themselves within the right-of-way in the unusual event that such an event happened. Poles installed by applicants are designed to meet or exceed the requirements of the National Electric Safety Code ("NESC"). Also, it is the intention of the applicants to design centerline of the proposed project to avoid displacement so all homes would be outside of the easement area.

Map FEIS ID#191 in Appendix C shows the location of this property.

104d.

(See response to FEIS ID#18c)

104e.

(See response to FEIS ID#10b)

Environmental Setting

Our 6-acre lot includes a ½ mile long driveway leading to mature woods and a prairie grass field. Our home and photography studio is centered within the wooded area. Over 300 trees have been strategically planted over the last 5 years to gain the most benefit in property value and aesthetics. The preferred routing has the line running ½ mile off of 222nd St and directly adjacent to our studio and residence.



“Picture This is in such a beautiful remote area. Is there not another place these transmission lines could go, that had less impact on the environment?” – Picture This Customer

“We definitely would not want that in the background of any of our pictures...” – Picture This Customer

Aesthetics

Picture driving down a long gravel driveway situated between two cornfields into the woods and coming upon 150' tall metal poles with 350,000 volt wires strung across the entrance of the property. In the opinion of our clients, 104b guests, and ourselves, the powerlines will have a huge impact on aesthetics, ruining the appeal of this land. Currently, all power lines entering the property are buried. Extra expense was incurred by the homeowner to ensure above ground structures did not detract from the natural beauty of the setting.



“This is a very beautiful area. We had our daughter’s senior pictures taken at ‘Picture this’ studio and it would be a shame to see this wonderful business ruined with powerlines.” – Picture This Customer

“We love the location and unspoiled settings of Picture This Photography and would love to have our other two kids senior pictures taken at the studio. We would be greatly upset if the power lines are run thru the property and ruined the beautiful settings and location...” – Picture This Customer

104f.

(See response to FEIS ID#18a and FEIS ID#39a)

104g.

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. (See response to FEIS ID#2b)

104h.

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

104i.

(See response to FEIS ID#8a and FEIS ID#18b)

104j.

(See response to FEIS ID#18b)

Proximity to Structures

- 104c The preferred route of the powerline will run within 150' of our home and photography studio, basically outside our living room window and ½ mile off of the road. We've checked with a professional realtor and because of the close proximity of the line to our home, FHA loans cannot be granted in the future.



Existing Utilities/Water Wells

- 104d Our water well is approximately 200' from the centerline of the preferred route. The deep footings for the poles could allow impurities to enter the aquifer feeding our home. We are concerned about water contamination and associated health issues.



Historic Site

Our home was built in 1890. The previous owners restored this beautiful historic place in the early 1980's. The historic home and mature trees were the very reason we purchased the land.



Land-Based Economics

Based on a recent customer survey, the impact of the powerline on our photography business will cause a drastic decrease in revenue. 77% of survey responses indicated that the powerline would have negatively impacted their decision to use our photography business. Our studio was estimated to remain in business for approximately 25 additional years, resulting in total revenue of over \$2,400,000. The powerline running adjacent to our studio will lead to a revenue loss of \$600,000 - \$1,800,000 (conservative estimates). Since our studio has moved to this site in September 2003, over \$166,000 has been invested into the property and the business.



Land-Based Economics (continued)

"We had our oldest daughters pictures taken here and chose the studio because of the natural wooded outdoor studio. A massive power line would have a negative impact, as it would take away from the whole feel and appearance. We intended on having our younger daughter's pictures taken at this studio but if this is in place we may not." – Picture This Customer

"This businesswoman has worked hard to build her business in this location. High voltage power lines through her business location would unfairly affect what she has worked to build for years." – Picture This Customer

Property Values

104e The uniqueness of our remote and pristine setting gives this property an intrinsic value that cannot be found in many pieces of property; the main reason we purchased this site for our photography studio. Conservatively speaking, the property value could easily be reduced by 10-25%. We would have never purchased the property 6 years ago if these lines would have been strung out across the land. We anticipate not being able to sell our home unless it is sold at a drastically reduced price. We've checked with a professional realtor and because of the close proximity of the line to our home, FHA loans cannot be granted in the future for this home, thus limiting our buyer base. The equity in our home was planned to be a major contributor to our retirement income. As the value of our property lessens due to the powerline, so does our retirement income and investment.



Tree Groves/Wind Breaks

104f 300 seedlings have been planted over the last 5-years. As they continue to grow, these trees will become a more valuable windbreak for the property. The home site is completely surrounded by trees. The preferred route of the transmission line runs parallel to our driveway alongside our home, ½ mile from the nearest road. Should the easement be fully cleared, we will lose approximately 500 ft of windbreak that runs east and west along our driveway. This windbreak protects our home from a southern exposure and adds to the privacy of our property.



Transportation & Public Services

104g The preferred route will require utility companies to utilize our ½ long mile driveway to gain access to the powerline right-of-way. There is no other way to get off of 222th St to the power line corridor. Thousands of dollars and countless hours have been spent to maintain and upgrade the gravel driveway to its current condition, mainly for the photography business. Any large utility truck-traffic will deteriorate the driveway condition and increase expense and workload (Non-compensated).

Interference

104h Daily use of a satellite signal for the photography business is essential. Our TV and computer dish face south directly into the path of the power lines. We are concerned with interference from this line interrupting our signals.



Plants and Wildlife

104i Deer, fox, coyotes, wild turkeys, pheasants, and many other birds inhabit the land. We are also concerned about the safety of our family dog. Clients bring out their pets to be photographed including horses and numerous dogs visit each year. Our concern would be that the animals would be spooked by the crackling of the lines perhaps causing injury to our clients. We understand that animals are more sensitive to EMF radiation and are unsure of what to tell customers about this issue when their pets are being photographed outdoors near the line.

Noise

104j Living ½ mile off the road situated in the woods, the quietness of the property has been noticed by many of our clients and guests. Noise associated with powerlines will affect the serenity of this property. We have interviewed people living near high voltage powerlines and all have stated that the lines “hum” and will “snap” when the atmospheric conditions are favorable.



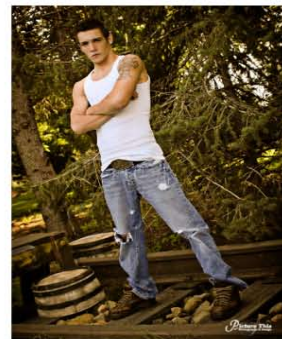
Summary

“Please reconsider where this is being run as it would negatively affect Picture This Photography's business.” – Picture This Customer

The negative impact the line will create for our property at 4500 222nd St E, Hampton Minnesota will create hardship today and for generations to come. Once the lines are installed, there is no turning back and damages mentioned in this response cannot be recovered. Our concerns cannot be overstated.

In America, we should have rights to purchase land and to pursue business endeavors without worrying about multi-billion dollar companies overtaking the very land and business that we have started. Utility companies should be no exception and should be forced to utilize existing road right-of-ways and avoid human settlement no matter what the cost. In any other situation, forcedly taking over someone's land and life would be considered a punishable crime.

“...I would be very disappointed if you had to close down.” – Picture This Customer



Summary (continued)

Please do not allow the line to be completed on the preferred route. We believe that 6P-03 or 6P-06 is a far better option for today and tomorrow, impacting far less human settlement and eliminating the disruption of not only our photography studio, but a Buddhist temple and a race horse breeding ranch as well. We stand ready to fight against the preferred route with facts and legal support.

There are other options for this routing and they are not being seriously considered because of political and economic reasons.

Thank you, Tom & Terriann Rice





Powerline Survey Results for Picture This Photography Portrait Studio at 4500 222nd St E, Hampton MN 55031 612-532-9565 www.picturethis-photo.com email@picturethis-photo.com

Survey Questions Polled of Past "Picture This" customers in November 2009

1	Would being around high voltage power lines make you feel unsafe or cause you any health concerns?
2	Would high voltage power lines adjacent to this studio negatively impact your impression of the business?
3	Would the presence of high voltage power lines have kept you from selecting Picture This as your studio?
4	Provide any other comments you would have about the possibility of high voltage transmission lines at Picture This Photography

Summary of the Results Received

93% Said "Yes"	#1) Would being around high voltage power lines make you feel unsafe or cause you any health concerns?
88% Said "Yes"	#2) Would high voltage power lines adjacent to this studio negatively impact your impression of the business?
77% Said "Yes"	#3) Would the presence of high voltage power lines have kept you from selecting Picture This as your studio?

Data Summary	Question Number		
	1	2	3
NO's	9	15	28
Yes's	114	108	95
TOTAL RESPONSES COLLECTED	123	123	123
Total % of NO - Does Not Impact	7%	12%	23%
Total % of YES - Does Impact Business	93%	88%	77%

Business established in 1998. Studio was moved to the Hampton site in Sept 2003.

From the results of the survey, it is clear that our photography business would definitely have not only a negative impact to the outdoor studio's appeal, but would cause a definite decrease in our business resulting in a huge financial impact for future years and may cause our business to have to close its studio doors.

ESTIMATED BUSINESS LOSS - Based on Survey Results

Survey results show a loss of approx 77% of each year for the life of the business (estimated at 25 years)
Total est annual sales of \$95,000 * 25 years of remaining business life = \$2,375,000 (Not including inflation)
 Sales loss of 77% annually = \$73,000 * 25 years = **\$1,830,000 total loss**
 Sales loss of 25% loss annually of \$24,000 * 25 years = **\$594,000 total loss**
 No matter how you review the numbers, there will be a loss due to the powerlines affecting the studio's business, which in turn will impact numerous business relationships with vendors.

Total Landscaping Investments: Average of \$1700 a year * 6 years = **\$10,200**

Total Yard Equipment Investments: Approx **\$15,000**

Total Studio Set Investments: Average of \$23,500 a year * 6 years = **\$141,000**

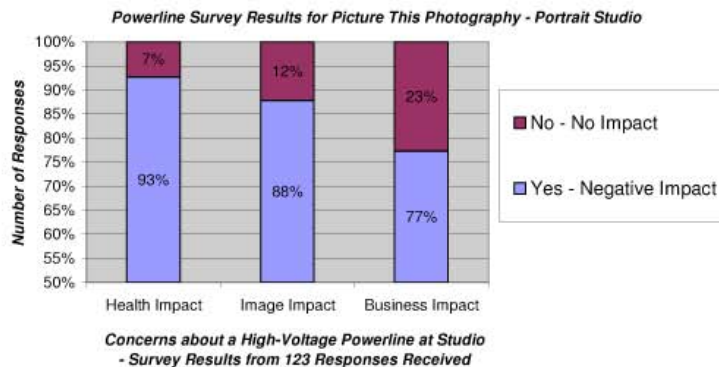
Total Hours Invested In Upgrading & Maintaining Outdoor Studio (2003-2009): 1200+ hrs @ \$50/hr= **\$60,000**

TOTAL BUSINESS INCOME INVESTED INTO STUDIO PROPERTY: \$166,000

Total Purchase Price of 5 acre property & home (Sept 2003): **\$365,000**

Estimated Value of Property (upon retirement): **\$500,000+**

Increase in Value: **\$135,000+**



Surveyed Past Studio Customers

Date	Email Address (Hidden for Security Reasons)	Questions			Provide any other comments you would have about the possibility of high voltage transmission lines at Picture This Photography
		Qu #1	Qu #2	Qu #3	
11/16/2009 14:20		NO	YES	YES	
11/16/2009 14:21		YES	YES	YES	
11/16/2009 14:21		YES	YES	YES	Please find an alternate route. This is a great home-based business that wills offer if you put the line there.
11/16/2009 14:21		YES	YES	YES	
11/16/2009 14:23		YES	YES	YES	
11/16/2009 14:24		YES	YES	YES	
11/16/2009 14:25		YES	YES	NO	I think it disgraceful that that could be allowed - just plain wrong. I hope you win your legal battle.
11/16/2009 14:26		YES	YES	YES	IT WOULD RUIN THE VIEW AND THE ABILITY TO TAKE PHOTOS OUT THERE IN THE BACKYARD
11/16/2009 14:27		YES	NO	NO	A high power voltage line would not keep me away from your business as I would only be there a short period of time. However, I would not want to live under or close to such a power line I will pray they have a change of mind and place the power line along existing roads.
11/16/2009 14:28		YES	YES	YES	The outdoor scenes that support the various picture selections would be severely impacted.
11/16/2009 14:28		YES	YES	YES	
11/16/2009 14:29		YES	YES	YES	The setting at Picture This ideal for all types of portraits. The land is beautiful and serene. It immediatley puts one at ease which creates a better photo. The presence of power lines on the property would impact the business severely.
11/16/2009 14:29		YES	YES	YES	Don't spoil the beautiful scenery to have our portraits done.
11/16/2009 14:30		YES	YES	YES	I don't want my kids exposed to high voltage power lines. It's really sad when you distroy land and a persons business...surely there is another way that won't negatively affect this business.
11/16/2009 14:33		YES	YES	YES	

Surveyed Past Studio Customers		Questions			Provide any other comments you would have about the possibility of high voltage transmission lines at Picture This Photography
Date	Email Address (Hidden for Security Reasons)	Qu #1	Qu #2	Qu #3	
11/16/2009 14:33		YES	YES	NO	Once again the strong companies with the big lawyers are making decisions on our small community - with NO regard to the well being of our child family, homes and our means of living. Picture this Photography is a very well known business in the Farmington community as I am sure it is in all the surrounding communities. I am strongly against the placement of these 'Iron giants' as proposed to go through their property.
11/16/2009 14:36		YES	YES	YES	
11/16/2009 14:36		YES	NO	NO	Because a photo shoot doesn't take that long - it doesn't concern me for a photo shoot - but for your employees or you - I don't think it's a good thing. The health risks that could be associated with that and the fact that your property value will go down.
11/16/2009 14:37		NO	NO	NO	
11/16/2009 14:40		YES	YES	YES	
11/16/2009 14:41		YES	YES	YES	
11/16/2009 14:48		YES	YES	YES	I just would not my children exposed to the high voltage transmission lines. Picture-this location is beautiful and would not like the thought of these lines passing through.
11/16/2009 14:51		YES	NO	NO	You do a wonderful job and are very affordable. As long as the power lines do not interfere with the photos, then I think the wonderful reputation you have built will help big time. However, I feel that it would be unsafe you families who live there.
11/16/2009 14:51		YES	YES	YES	I believe the studio should be in a safe and inviting environment for the many clients who use Picture This Photography as their photo studio of choice. I also believe if a high voltage transmission line crosses the property, this would be a detriment to new business and could effect the overall livelihood of the Company, which by the way, appears to be thriving. We had our son's graduation pictures taken there and I know the outside backyard was used for many of those shots. We have heard NOTHING BUT GREAT things about our son's photos and the great work that was done...inside and OUTSIDE. I have sent the business website address to many people who are not only prospective clients, but also other photographers who inquire about the great and unique photos. I would certainly think twice about telling more people of this great work, if it could become a safety hazard to our clients.
11/16/2009 14:51		YES	YES	YES	One of the things we enjoyed so much about Picture This Photography was the number of different outdoor scenarios available to choose from. So photographers are forced to bring their clients to idyllic settings in order to get the perfect pictures. However, Picture This Photography can offer this wonderful opportunity right in their own backyard! It would be such a shame to have that unavailable in the future.
11/16/2009 14:52		YES	YES	YES	
11/16/2009 14:54		YES	YES	NO	
11/16/2009 14:58		YES	YES	YES	Exposure to EMF's creates many health hazards to both children and adults. High Voltage transmission lines should not be placed across residential or business property.
11/16/2009 15:03		YES	YES	YES	
11/16/2009 15:09		YES	YES	YES	I'm not certain I can answer yes or no to #3 because if this comes to pass, it seems as if it would change the very environment that makes your site appealing to clients. Sadly, and you've hinted at this, it could force relocation or worse. I feel your pain and do not understand how this can be in the best interests of all involved (I realize that this is rarely how corporate decisions are made).
11/16/2009 15:12		YES	YES	NO	Picture This is in such a beautiful remote area. Is there not another place these transmission lines could go, that had less impact on the environment?
11/16/2009 15:14		YES	YES	YES	
11/16/2009 15:18		YES	YES	YES	
11/16/2009 15:23		YES	YES	YES	You have a beautiful, peaceful location for your business which totally added to the overall enjoyment of our photography experience. A large structure like this would completely ruin the ambience and the look of the area. It would also deter us from coming to the studio since we've always been leary of subjecting ourselves and children to the dangers they pose. We built 2 new homes with careful placement as far away from such structures to prevent exposure so I empathize with you in this battle.
11/16/2009 15:24		YES	YES	YES	Not in our community!!!
11/16/2009 15:25		YES	NO	NO	
11/16/2009 15:27		YES	YES	YES	
11/16/2009 15:35		YES	YES	YES	
11/16/2009 15:36		YES	YES	YES	These high voltage transmission lines would definitely have a negative impact on Picture This Photography.
11/16/2009 15:38		YES	YES	YES	
11/16/2009 15:49		YES	YES	YES	
11/16/2009 15:58		YES	YES	YES	I do not know all the details, but would not high power voltage running along my property. Scary and dangerous
11/16/2009 15:59		YES	NO	NO	
11/16/2009 16:04		YES	YES	YES	I just think this is wrong ... !!!!! If they want to place this line. Then they need to do this closer to the roads and not through peoples property, endangering their health and bringing down their property values. What gives them the right to do this.!
11/16/2009 16:09		YES	YES	YES	
11/16/2009 16:11		YES	YES	YES	
11/16/2009 16:15		YES	YES	YES	If there are other options for the high voltage transmission lines, I hope they are seriously considered. It would be very unfortunate for Picture This to lose it's business because of something completely out of their control. Diane Kolmer
11/16/2009 16:20		YES	YES	YES	Please do all you can to keep the power lines away from your property. Good luck with your effort!
11/16/2009 16:23		YES	YES	NO	
11/16/2009 16:26		YES	YES	YES	
11/16/2009 16:27		NO	NO	NO	
11/16/2009 16:38		YES	YES	YES	

Surveyed Past Studio Customers		Questions			Provide any other comments you would have about the possibility of high voltage transmission lines at Picture This Photography
Date	Email Address (Hidden for Security Reasons)	Qu #1	Qu #2	Qu #3	
11/16/2009 16:48		YES	YES	YES	This businesswoman has worked hard to build her business in this location. High voltage power lines through her business location would unfairly affect what she has worked to build for years.
11/16/2009 16:49		YES	YES	YES	
11/16/2009 16:57		YES	YES	YES	
11/16/2009 17:03		YES	YES	YES	
11/16/2009 17:13		YES	YES	YES	I would 't live or work near high voltage power lines.
11/16/2009 17:25		NO	NO	NO	
11/16/2009 17:30		YES	YES	YES	
11/16/2009 17:35		YES	YES	YES	
11/16/2009 17:43		YES	NO	YES	We had our oldest daughters pictures taken here and chose the studio because of the natural wooded outdoor studio. A massive power line would have a negative impact, as it would take away from the whole feel and appearance. We intended on having our younger daughter's pictures taken this studio but if this is in place we may not.
11/16/2009 17:43		NO	NO	NO	
11/16/2009 18:11		YES	YES	YES	
11/16/2009 18:37		NO	YES	YES	
11/16/2009 18:38		YES	YES	YES	Picture this has a nice outdoor setting for photos. Power lines may limit us in what settings could be used.
11/16/2009 18:45		YES	YES	NO	
11/16/2009 18:45		YES	YES	YES	
11/16/2009 18:46		YES	YES	YES	
11/16/2009 18:48		YES	YES	YES	Who wants to take pictures outside if you see an eye sore of a power line. I hope they can find another route that doesn't put them so close to residential or commercial dwellings.
11/16/2009 18:55		YES	YES	YES	
11/16/2009 18:58		YES	YES	YES	
11/16/2009 19:12		YES	YES	YES	
11/16/2009 19:25		YES	YES	YES	I see Health Concerns and would worry about any kids that would be around playing by the poles, etc.
11/16/2009 19:31		YES	YES	YES	
11/16/2009 19:37		YES	YES	NO	
11/16/2009 19:45		YES	YES	YES	
11/16/2009 19:51		YES	YES	YES	Should be built along existing right-of-way corridors.
11/16/2009 19:54		YES	YES	YES	
11/16/2009 19:54		YES	YES	YES	
11/16/2009 20:00		YES	YES	YES	
11/16/2009 20:01		YES	YES	NO	This is a very beautiful area. We had our daughters senior pictures taken at 'Picture this' studio and it would be ashame to see this wonderful business ruined with powerlines.
11/16/2009 20:05		YES	YES	YES	
11/16/2009 20:06		YES	YES	YES	
11/16/2009 20:21		YES	YES	NO	
11/16/2009 20:56		YES	YES	YES	I don't think it's right that Picture This Photography & it's property should be associated with this line. The business should have the right to denie tl line being near their personal & business surroundings!
11/16/2009 21:12		YES	YES	YES	
11/16/2009 21:16		YES	YES	YES	
11/16/2009 21:22		YES	YES	YES	
11/16/2009 21:25		YES	YES	NO	The 'powers that be' need to make decisions that show they care more about people than their wallet!
11/16/2009 21:32		YES	YES	YES	
11/16/2009 21:33		YES	YES	YES	
11/16/2009 21:49		YES	YES	YES	
11/16/2009 21:51		YES	YES	YES	High voltage transmission lines are unsightly and dangerous. Why is it necessary to put these lines on personal property when it has been proven dangerous and unhealthy.
11/16/2009 22:15		NO	YES	YES	
11/16/2009 22:36		YES	NO	NO	
11/16/2009 22:36		YES	YES	YES	
11/16/2009 22:47		YES	YES	YES	There needs to be a better compromise in this. These lines would negatively effect this business and what they have to offer.
11/16/2009 23:25		YES	YES	YES	
11/16/2009 23:54		YES	YES	YES	
11/17/2009 0:11		YES	YES	YES	
11/17/2009 1:07		NO	NO	NO	NOT GOOD, NOT GOOD! Keep it away from homes and businesses! You guys have beautiful outdoor scenes for pictures and I'm sorry but I woul want to be around those lines even for a second. Good Luck and God Bless.
					I feel it is unsafe and very unattractive. A photography business cannot have an unattractive backdrop!
					we definately would not want that in the background of any of our pictures. We would also not want our child(ren)running around by any of them.
					This is such a beautiful, natural area. This is why we chose this location. We hope noone disrupts the natural beauty.
					With many families having their photos taken here I think it would be an absolute shame to put high voltage lines through this beautiful property. I personally would be a bit nervous taking photos around this area.
					saftey of you and others: in weather and spending time so near to it, is questionable.I wouldn't want to live by it. they could follow the hwys/ roadway
					I can't believe that the energy company can just do something like this. That is not right to be able to ruin not only someones home but their busine as well. This is just wrong!!!!!!!!!!!!!!
					I am hoping to have my families christmas pictures taken at your studio this year. I would be very disappointed if you had to close down.

Surveyed Past Studio Customers		Questions			Provide any other comments you would have about the possibility of high voltage transmission lines at Picture This Photography
Date	Email Address (Hidden for Security Reasons)	Qu #1	Qu #2	Qu #3	
11/17/2009 8:41		YES	YES	YES	Because of the possible health risks associated with these power lines I would not want to be anywhere near them for any amount of time. I say keep them out of Hampton all together because I live there too!
11/17/2009 8:56		YES	YES	YES	This is the most serene place in the world for pictures and to have the vision and concerns to the high voltage wiring will definitely impact the uniqueness of this area and business.
11/17/2009 10:25		YES	YES	YES	The area around Picture This Photography is beautiful and offers many picturesque venues for many of my family photos and hopefully many photo sessions to come. I would be very saddened by the defacement of such a beautiful area in the Southeast Metro.
11/17/2009 11:45		YES	YES	YES	definitely negative
11/17/2009 13:29		YES	YES	NO	We are good friends so we would still go to Picture This Photography but the lines running so close to their outdoor part of the studio could hinder their outdoor photography. There may also be negative effects on their health and equipment so this is not a good route. Please re-route the powerlines away from Picture This Photography.
11/17/2009 13:39		YES	YES	YES	
11/17/2009 13:41		YES	NO	NO	
11/17/2009 15:03		YES	YES	YES	
11/17/2009 16:54		YES	YES	NO	
11/17/2009 18:20		YES	YES	YES	We love the location and unspoiled settings of Picture This Photography and would love to have our other two kids senior pictures taken at the studio. We would be greatly upset if the power lines are run thru the property and ruined the beautiful settings and location. Please reconsider where this is being run as it would negatively affect Picture This Photography's business.
11/17/2009 22:29		YES	NO	NO	I wouldn't like being around the high voltage lines, but I have liked the service I have gotten at Picture This Photography so much that I would still go there. I would be very concerned about the health of the people living by the lines on a daily basis, though. I don't think it's fair to them.
11/17/2009 22:54		YES	NO	NO	I would still do business with you, but I don't know if I would want to live near the lines. Good luck.
11/17/2009 23:05		YES	YES	YES	
11/17/2009 23:41		YES	YES	YES	
11/18/2009 7:52		YES	YES	NO	
11/18/2009 8:09		NO	YES	NO	I worry about any item that may cause harm to both humans and livestock and animals. Anything that can cause cancer to animals that may go into our food concerns me. Picture This Photography is a privately owned beautiful photography studio, both inside and out. This power line would be detrimental to the business.
11/18/2009 11:43		YES	YES	YES	
11/18/2009 13:41		YES	YES	YES	Picture This is a wonderful studio. I believe that putting in power lines would ruin the opportunity for others to experience such a great studio. It'll greatly affect the decisions of others from picking Picture This and it'll take away from the beautiful variety of outdoor photography scenes.
11/18/2009 16:01		YES	YES	YES	
11/18/2009 20:55		YES	YES	YES	
11/19/2009 12:08		YES	YES	YES	IT WOULD BE DEVASTATING TO SEE PICTURE THIS PHOTOGRAPHY'S STUDIO AND THERE PROPERTY BE RUINED BY THESE UGLY HIGH VOLTAGE POWER LINES. JUST WISH THE THESE POWER COMPANY'S AND OTHERS WHO ARE INVOLVED IN THIS REALIZE THAT THEY SHOULDN'T HAVE COMPLETE CONTROL OVER SOMEONE'S PERSONAL PROPERTY. THIS IS UNACCEPTABLE, THEY SHOULD HAVE RIGHTS ON WHETHER THEY WANT THESE HIGH VOLTAGE POWER LINES AND NOT JUST BE TOLD THAT IT'S GOING TO HAPPEN AT SOME LATER DATE. I CHECKED THEY HAVE RIGHTS TO AS A CITIZEN. I TELL THEM NO WAY AND TO GET A CLUE!!!!
11/20/2009 9:13		YES	YES	YES	The fact that there is no conclusive evidence of the health risk of high voltage power lines should be enough to discourage placing them near homes and businesses.

Responses



creativity!
style!

quality!
variety!

PICTURE THIS

picturethis-photo.com Photography by
Terriann Rice



Picture This
Photography & Design

4500 222nd St E
Hampton, MN 55031
6 Miles East of Farmington off of Hwy 50
www.picturethis-photo.com
email@picturethis-photo.com

612.532.9565

Picture This
Photography & Design

Owner's note



art • ist

1. One, such as a painter, sculptor, or writer by virtue of imagination and talent or skill to create works of aesthetic value, especially in the fine arts.
2. a person whose creative work shows sensitivity and imagination.
[syn: creative person]

Our goal is to make your session fun, relaxing, and exciting. I'll strive to make your images creative and unique. I will work hard to capture your personality and make you look your absolute best.

My husband and I work throughout the year maintaining and upgrading our 6 acre setting. Our outdoor studio features something for everyone, from the brick city to the rustic country. Our indoor studio has over 100 unique backgrounds and tons of props. Whatever you want, we have it here. You're welcome to stop by for a personal tour.

Service makes the difference. Our goal is to provide you top-notch service. Every question you have will be answered, every detail during your session will be perfect, and your finished photographs will be exactly as you expect them to be or your money back.

Terriann Rice, Owner & Photographer



Picture This
Photography & Design

We photograph...

H.S. Seniors, Children, Families, Pets, Sports, Couples, Churches, & MORE.

That small-town feel...

We're a country studio with that small-town customer service. You won't feel like a number here! We never schedule double sessions so you'll receive our undivided attention throughout your entire session.

We offer a wide variety of sessions ranging from \$29 - \$109. Each session comes with a proof CD and is ready in 48 hrs.

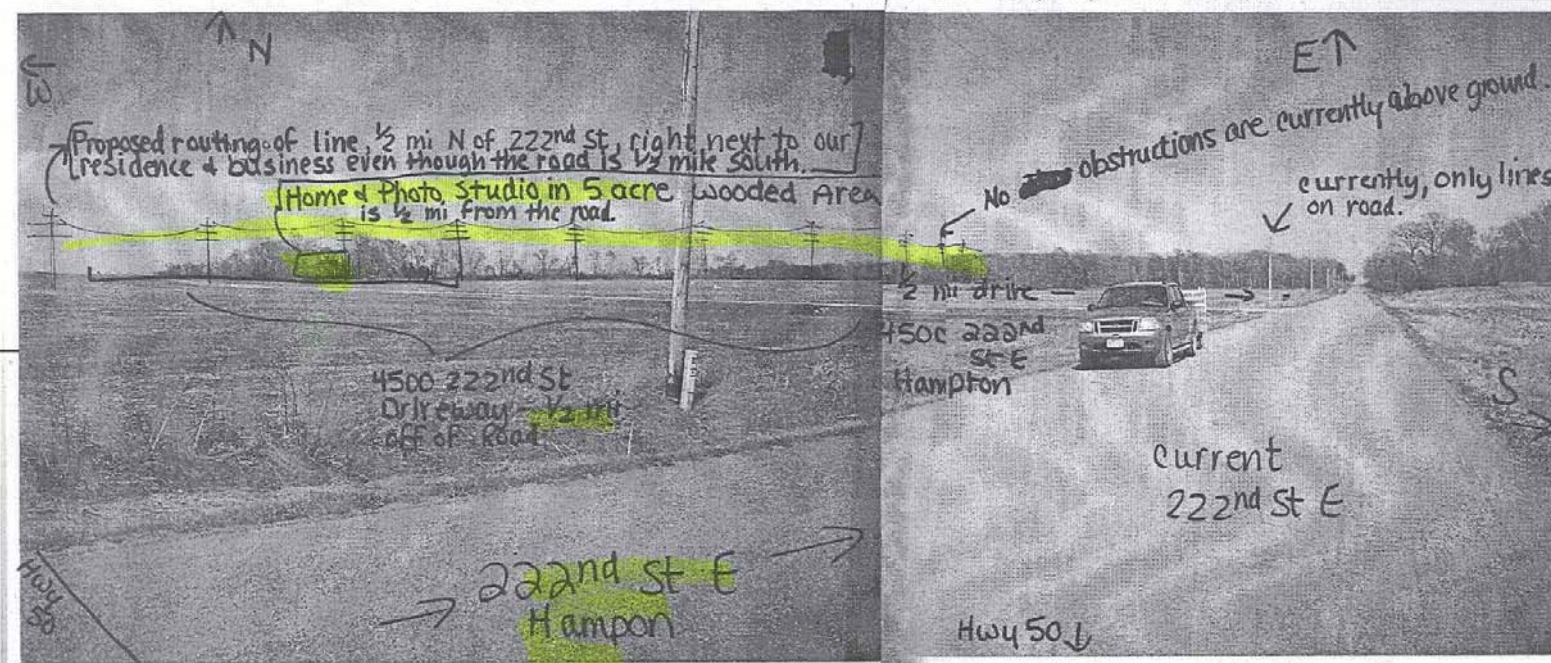
What's the value of a professional photographer? We produce long-lasting, top-quality portraits that you will treasure for years to come. After your session, we'll spend over an hour digitally perfecting each image to make you look your absolute best.

Collection prices range from \$185 to \$798. Most people will spend between \$230 & \$415 for their photos. You design your own collection by selecting wallets, 4x6's, 5x7's, 8x10's and wall prints.



Picture This
Photography & Design

Tom & Terriann Rice & Picture This Portrait Studio, 4500 222nd St E, Hampton 612-532-9565
Brookings/Hampton Line - Preferred Route Hwy 50 will cause financial, health, & business hardships for our home & portrait studio as line will be directly by our home.



Picture This Studio - www.picturethis-photo.com 612-532-9565

Nov. 30. 2009 9:24AM Marshall Truck Trailer

No. 3654 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: Sylvia J. Roberts
Address: 2445 County Road 8
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 have some concerns about
our environmental setting - the
106a Value of our property for resale
Etc. Cell phone reception - public health
106b and safety. Existing utilities - zoning of
our property - wild life - health
interference w/ life in general for the
people who live along the route
you plan to put these high voltage
towers up!

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: Sylvia J. Roberts Date: 11-30-09

106a.

(See response to FEIS ID#10b)

106b.

(See response to FEIS ID#2a, FEIS ID#4a, FEIS
ID#18b and FEIS ID#53c)

Nov. 30. 2009 9:24AM Marshall Truck Trailer

No. 3654 P. 2



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 ry: 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: Gary H. Roberts
Address: 244.5 Co. Rd. 8
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 do not feel that as a property owner we should have to see the value go down so someone else can profit from it. I am concerned about what it will do for cell-phones - and TV interference?
What about the existing utilities we already have?
What about the zoning and land based economies health in general*

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: Gary H. Roberts Date: 11-30-09

Ek, Scott (COMM)

From: Apache [apache@lmic.state.mn.us]
Sent: Saturday, October 24, 2009 11:06 AM
To: Ek, Scott (COMM)
Subject: rowan Sat Oct 24 11:05:36 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: tony and shelley rowan

County: Dakota County

City: northfield

Email: o_hogwash@yahoo.com

Phone: 507-663-1822

- 108a Impact: we strongly oppose the alternate route for the powerlines! it will have a dramatic impact on our health. the lines will be 200 feet from our shed. research on these power lines are known to increase the risk of leukemia, lymphoma and related conditions later in life. people who lived within 328 yds of a power line up to the age of 5 were 5 times more likely to develop cancer. those who lived within the same range to a power line at any point during the first 15 years were 3 times more likely to develop cancer as an adult. even the EPA warns "there is reason for concern" and advises prudent avoidance. EMFs are known to be a class B carcinogen!! in addition to the long term health concerns, buying a house with high fields will be an economic disaster. a house within high fields will be
- 108b practically impossible to sell. decreasing the home value 30 to 50%. the preferred route for the transmission line is the most practice. the lines should be ran by major streets, highways and commercial areas. KEEP IT THERE!!!

Mitigation:

Submission date: Sat Oct 24 11:05:36 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

108a.

(See response to FEIS ID#2a)

108b.

(See response to FEIS ID#10b)

draft EIS docket ET2/TL-08-1474

Page 1 of 1

draft EIS docket ET2/TL-08-1474

theresa ruhland [trruhl@hotmail.com]

Sent: Monday, November 30, 2009 11:51 AM

To: Ek, Scott (COMM)

To: Scott Ek
Brookings County-Hampton 345 kV Transmission Line Project
Docket No. ET2/TL-08-1474

From: Theresa Ruhland

Scott,

I have several comments on the draft EIS.

- 110a I would like to restate that our century farm in section 3 of Derrynane Township, Le Sueur County is our livelihood as well as a place of recreation. We use our field roads for daily walks, snowshoeing and cross country skiing, as well as kite flying, and horseback rides. The potential health threats of living so close to and spending so much time in recreation under these high voltage lines are real to me, especially after caring for my parents until their death, my father dying from leukemia and my mother cancer. As proposed we would be surrounded by 345 kV or larger power lines. We take our health seriously raising most of our own fruits and vegetables, our bee hives are located under the proposed lines—this year we harvested over 400 pounds of honey from them. They are exposed to the rain and dew and would be affected by a powerline overhead. We have no where to move them to and still be as effective for pollination and as productive for honey. We also raise cattle and studies have shown that EMFs from nearby high voltage lines are detrimental to cattle health and productivity.
- 110b The CapX statement in the draft EIS section 6.5.1 of the power lines increasing ones' property value with the inclusion of the power line poles would certainly not be the case in our area. We witness the existing 345 kV Excel line less than a mile to our East and know our neighbors have had to take Excel to court to have them repair fields after routine maintenance left the property unusable.
- 110c Section 7.4.4.7 states 'Transmission lines may affect agricultural land use in this segment by the amount of land removed from productive use by the footprint of each tower.' When the line proposers state this someone who does not farm may indeed think this is the case. However, with today's equipment it is much harder to utilize your cropland to it's full extent with obstacles in the middle of your field, soil which is heavily compacted from power line equipment traveling through wet fields, and electromagnetic energy interfering with your equipment. Also our fields have interconnecting tile lines and the heavy construction and thereafter service equipment is likely to destroy these tile lines. In the draft EIS this section of line is described as running along field boundaries. This is not the case, it would go through the middle of our fields.

I do not know why on the entire 240 miles of power line our property is one of 2 sections where we are both the preferred and alternate site for the power line. As proposed many people in this area would be completely enclosed by 345 kV or larger power lines within a mile of their residence. This is totally unacceptable to expose us to all these high voltage power lines. Even if no health studies conclusively state detrimental health effects of living near one line, I have found no studies done on people being surrounded this closely by high voltage lines. We should not be the guinea pigs.

For all these reasons a suitable alternative must be found.

Theresa and George Ruhland
8375 West 280th Street
New Prague, Minnesota 56071

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

<https://webmail.state.mn.us/owa/?ac=Item&t=IPM.Note&id=RgAAADorgEoXrmgT6NvkGn0VKroB...> 11/30/2009

110a.

(See response to FEIS ID#2a)

110b.

(See response to FEIS ID#8a)

110c.

(See response to FEIS ID#2b)

Ek, Scott (COMM)

From: J & K Salaba [jksalaba@means.net]
Sent: Monday, November 30, 2009 7:04 AM
To: Ek, Scott (COMM)
Subject: EIS Comment docket ET2/TL-08-1474
Attachments: capx 001.jpg; capx 002.jpg; capx 003.jpg

----- Original Message -----

From: J & K Salaba
To: scott.ek@state.mn.us
Sent: Sunday, November 29, 2009 9:49 PM
Subject: EIS Comment

Draft Environmental Impact Statement

(EIS) Comment

Brookings-Hampton 345 kV Project

We live on what is considered the "alternate route" of the Brookings-Hampton line. Our land is in northern Rice county, on State Highway #19, just north of Lonsdale.

In reviewing the draft EIS, several things stood out to us.

* Graph 7.5.4.1-1 shows that the alternate route has far more homes that would be affected, being in the 76-150 ft. range, by the Capx powerline.

* Additional graphs throughout the EIS show that going the "alternate" route would unfortunately impact:

- many more communication towers
- affect more archaeological & historic sites
- has more rare & unique resources within the one mile range
- the alternate route also has more watercourse and PWI crossings
- more & larger wetland crossings
- more snowmobile trails that will be impacted
- has more acres of WPA's close by
- and there is an explosives company along the "alternate route"

* The alternate route would be passing on the northern edge of the city of Lonsdale and would then travel along the state highway - along land that the city hopes to develop in future years. A significant stretch of Capx line would be within the one mile range from the city of Lonsdale, where they had expected growth to occur.

* An extreme concern to us, and all of those who would unfortunately be in the vicinity, is an above ground natural gas valve that is located immediately adjacent to the gravel road - 60th street - which is being considered an "alternate" to the alternate route. In Capx's own information that was distributed earlier this year, it stated that if they possibly can, it is important to stay away from gas lines as the powerlines are constantly giving off static or sparks. If there were to be any small leak, as yet undetected from the gas line, a catastrophic explosion could occur. In our case, it is not only an underground line that we have...but an above ground valve! What will happen when the gas company needs to work on the valve, or the gas line? What if a leak occurs? If the powerline were to go down

111a.

(See response to FEIS ID#241a)

111a

11/30/2009

Page 2 of 2

60th street, the results would be disastrous as the line would be passing directly overhead.

If the line were to run along highway #19, (as is being considered, also) you can see from the photo that is attached, that the powerline would still be running far, far too close to the above ground valve. Dangerously close. And would actually then be running (in that scenario), directly overhead of the line portion where it crosses the highway.

Ideally, if the Capx powerline could be halted, to allow power companies and the government to find other ways - perhaps "green" alternatives such as smart power strips that homeowners could use to power down their appliances when not in use. Cutting back on phantom power that is lost unnecessarily? It would cost far less for the power companies to make these available to the public, than it would be to construct this line. That way no one would have to have this in their backyard.

Please consider all of these findings. We respectfully request an email response stating that you have indeed received our comments. Please do so by noon Monday, November 30, 2009.



Jeff & Kathy Salaba
6098 Independence Avenue
Lonsdale, Minnesota
55046



11/30/2009

Ek, Scott (COMM)

From: Delores [silvmem@myclearwave.net]
Sent: Sunday, November 29, 2009 7:33 PM
To: Ek, Scott (COMM)
Subject: Notice of Public Hearing - Brookings to Hampton Transmission Project

Mr. Ek,

My husband, Clarence, & I live on 60th St. West, in Wheatland Township. Our road, 60th St. West & Leaf Trail, which is directly West of us, is a route that was added as an alternate to the alternate route at the last meeting of the Task Force Board, of which Clarence was also a member, representing Wheatland Township. 60th St. West & Leaf Trail are narrow gravel township roads with at least 16 homes being impacted by the lines if they should be placed on this route.

My husband & I went to each home, got permission of the homeowner, & measured the distance of the homes to the outer edge of the road right-of-way. One ladies' home is 19 feet from the edge of the right-of-way & her shed on the other side of the road is 8 feet! Some of the other distances are 89', 54', 49', 102', 93' & all the others very similar, so I think you can understand why this route would not be feasible to be used for the power lines. Not only that, but the maps in the CapX books show that this road was looked at from the very start, but was classified as not being usable for this project.

Among other items on the line is a gas venting station, about 3 feet from the right-of-way, a lake, slough land, thick woods that would be cut through & destroyed by the lines & much wildlife. There are 3 homes located on top of the hill on 60th St., one is a home of a greenhouse business & one is a home of a beekeeper. These lines would have to cross those homes. Leaf Trail has a housing development in very close proximity to the route & also not listed on the map & a woodworking business whose shop is only 49 feet from the edge of the road right-of-way.

Included on the alternate route & alternate to the alternate route are many Century Farms, at least 10 or more.

We feel that there are many other locations for this project that would be more fitting if it has to be built. And we sincerely wonder whether these power lines are needed at all. Why not upgrade existing lower voltage lines as needed & invest in smart grid technologies that will carry us into the future. Wouldn't that make more sense?

Clarence & Delores Salaba
9376 60th St. West
Lonsdale, MN 55046
Wheatland Township, Rice County

112a.

The future Leaf Trail housing development is shown on map FEIS ID#3 in Appendix C. It could not be determined where the woodworking business shop is located from the comment.

112a

NOV-25-2009 WED 10:29 AM Wright County Attorney

FAX NO. 7636827700

P. 02

Scott Sandberg and Leslie Morrison-Sandberg
216 Greenbriar Lane
Buffalo, MN 55313
Email: lesmor1@bwig.net

November 24, 2009

Scott Ek
Project Manager
Minnesota Office of Energy Security
85 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198

Re: Docket No. ET2/TL-08-1474

Dear Mr. Ek:

Our names are Scott and Leslie Morrison-Sandberg and we are writing to you to protest the 5A-04 segment of the power line. Our family owns 75 acres adjacent to the north side of this segment starting where it makes a 90 degree bend from going north to going east, in section 8, twp 112. This alternate to the alternate route was proposed by an affected landowner at a meeting earlier this summer. We have learned that this process started in 2008, yet we did not learn of the proposed alternate which places our land directly under the power line until we received your letter September 15, 2009.

This land has been in our family since 1973 when it was purchased by Leslie's parents, George and Connie Morrison. George farmed the land himself for over 20 years with active family involvement. He passed the land to his children a few years ago and we rent the tillable land to a local farmer and actively manage the rest. Although we have farmed this land for decades, it was never purchased primarily for that purpose. It is hilly and the soil is of average quality. It is, however, situated on beautiful land and is well suited for development. It is located very close to the rapidly growing towns of Webster, New Market, and Lonsdale. The land is isolated, with limited road access. Only one small, gravel road parallels the land running north and south along the eastern end. The east and west road, 50th St., dead ends at our property.

The land is currently zoned for three building sites, but we have watched development move closer with nearby and even adjacent pieces being re-zoned to five acre pieces. It has been our intention to eventually plat this land into twelve or fifteen home sites of five to seven acres each. The government of Rice County (auditor?) has recognized this potential, assessing the value of this land at over \$460,000.00 last year, several times its true value as farmland. As a result, we have been paying taxes on development land and not farmland for years.

113a.

Limitations on transmission line height and distance to public airports are discussed in Section 6.9.2 of the DEIS. The text box, "How can transmission lines impact private airports?" addresses transmission line issues associated with private airports such as Sky Harbor Residential Air Park. Moreover, the potential impact of the transmission line on Sky Harbor Residential Air Park, including distances from the proposed route alternatives to the airport, is specifically discussed in Section 7.5.4.9.

Upon further review of additional information, Section 7.5.4.9, page 7-143, 3rd paragraph under Airports and Landing Strips, last sentence should be amended as follows:

Replace "The new proposed route alternative does not appear to impinge upon the protected approach airspace required for utility runways." with "While at these distances and relative elevations, a transmission line could be installed along route alternative 5A-04. It should be noted however, that the line at this distance from Sky Harbor Airpark may have the potential to create a safety hazard to air navigation. There are other route alternatives in the area that would be far superior to route alternative 5A-04 for these reasons."

NOV-25-2009 WED 10:29 AM Wright County Attorney

FAX NO. 7636827700

P. 03

This proposed high voltage power line places those plans in jeopardy. Due to the particular layout of this property, most of the best home sites lay very near the proposed alternate route. Additionally, an existing home lies almost directly on the section line. This would result in the power line being pushed further on to our property and would further damage our property value and by requiring the access to the southern portion of our property be located virtually underneath the power line. The resulting financial loss to our families would be devastating. The loss of prime development land would impact Rice County's future tax base as well as depriving families of a beautiful and highly desirable location for future homes.

In addition to our own financial considerations, we believe that there are several reasons why the proposed alternate "alternate 5A-04" is a bad idea. First, although the letter of the law is being followed, the process is unjust. The people along the two main routes were notified almost a year ago, invited to several meetings and given an opportunity to suggest other routes, one of which resulted in a proposal to devastate our land. We were not afforded an equal opportunity. Those potentially affected by the preferred route were given time to organize, hire lawyers, register as interveners, etc. We have not, and will not have the time to catch up by next month. We believe that this places a burden on you as the director of the project, to more assertively protect our rights in this process. We also believe that this creates a "tie goes to the runner" situation. Unless very convincing evidence shows that this alternate to the alternate of the preferred route is superior to the original routes, the power line should proceed with one of the original routes.

In this case, the routes are not equal and 5A-04 is a worse alternative than the original. The draft EIS notes that power lines should be developed along existing right of ways whenever possible. This was reiterated at the informational meeting in Lonsdale. The obvious advantage to this preference is that the power line only affects half as much land. One side of the power line is existing right of way, and the other is private land. The original section of the alternate route is entirely along existing roadways. Proposed alternative 5A-04 is not. The 35W corridor has an extensive right of way and a power line along this major highway has the lowest impact. From the point of the proposed change, the original route goes east four miles and then north on the 35W corridor. In contrast, 5A-04 goes north almost a mile along a very narrow and hilly gravel road and then makes a 90 degree bend and travels the same four miles to the highway 35W corridor. This requires that 5A-04 travel nearly a mile or 20% further along a non 35W corridor route with the concomitant increase in negative effects to local property owners. Additionally, 5A-04 has 1.65 miles with no roadway at all. 50th street dead ends at our property and does not resume for .75 miles. It then goes a little ways and dead ends again one mile before the 35W corridor. 5A-04 therefore affects more private property than the original route. As outlined above, our property and that of our neighbors is very isolated with no through road going east and west.

Another important aspect of the policy that preferentially places high voltage power lines along existing highways, though not explicitly stated is the idea of foreseeability. It is foreseeable that infrastructure will expand along roads. When houses and businesses are built next to roads, they have the benefit of accessibility and the foreseeable potential of

Map FEIS ID#150 in Appendix C shows the location of the Sky Harbor Airpark. See also response to FEIS ID#7b. (See discussion on problematic routes in Section 1.0)

____ NOV-25-2009 WED 10:30 AM Wright County Attorney

FAX NO. 7636827700

P. 04

additional utility expansion. It is foreseeable that if you build close to a right of way, that right of way may change over time. Traffic increases, roads get widened, and power lines may get bigger too as the population increases. The issue of foreseeability makes it fairer to place power lines along roadways. A power line along 5A-04 is less foreseeable and it is less fair to place it along that route.

113a

We are sure that you have received a number of letters from the people living near Sky Harbor airport, but feel that we must mention the issue here. It is our understanding from the EIS and the meeting that in order to use 5A-04 you need to lower the height of the power line to accommodate the existing airport. With the original route being almost a mile further away, that accommodation is not necessary. This seems to create an unnecessary safety concern with the existing airport, not to mention potential issues regarding future airport expansion.

Although we believe that simply counting houses affected is not an appropriate way to route a power line, we do acknowledge that the effect the power line has on existing housing is an appropriate consideration. However, even if house counting is the only measure, 5A-04 is a poor alternative. A review of the EIS reveals that the original route passes within 500 feet of 19 houses and 5A-04 within 18. However counting houses does not describe the true impact of the power line. On the original route, the first seven houses are on one side of the route width, and ten of the next twelve are on the other. This would allow the company to site the line far to one side of the 1000 foot right of way for the first seven houses and far to the other side for the last twelve, thereby being further than 500 feet from all but two houses. In contrast, the houses along the 5A-04 alternate route are more evenly split, with eleven houses on one side and seven on the other. There are at least five instances of house pairings on each side where the damage cannot be mitigated. In addition, many of the houses on 5A-04 are closer to the line which would result in more damage to property values. Even a simplistic house count argues strongly against 5A-04.

A brief review of the EIS reveals land use options incompatible with placement along 5A-04. The EIS reveals two organic farms along 5A-04 and at the Lonsdale meeting, we learned of a third. The route also intersects a snowmobile trail, as well as a large wildfowl production area along the Elmore avenue portion. The original alternate route bears none of these land conflict issues.

We are aware that you will hear from many people who do not want a high voltage power line in their backyard. We are no different. We simply request that you dispassionately review the proposed routes and not placate the groups that complain the loudest and longest. We have provided several arguments that explain why the 5A-04 alternate route is inferior to the preferred route. Selecting the shortest most direct route that affects the least amount of private property is a more reasonable option.

In summary, the alternate 5A-04 is a worse alternative than the original 5A-04 as it will require the power line to travel 20% further over private property with 1.65 miles of the 4.8 mile route going over land that has absolutely no existing road right of way. This is

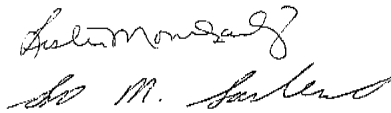
NOV-25-2009 WED 10:31 AM Wright County Attorney

FAX NO. 7636827700

P. 05

in dramatic contrast to the original alternate which is 100% on existing right of way. This would be in direct conflict with the preference stated in the EIS and completely unreasonable. A simple "house count" between the two routes is a virtual tie, but as demonstrated above, the distribution and location of the houses involved yields significantly less impact when using the original route. Traveling further over non right of ways closer to a growing airport to impact the same number of homes in a more negative way would be unreasonable and unfairly increase the negative impact of the power line. 5A-04 should be removed from consideration as a possible alternate route. Thank you for your attention

Sincerely,

Handwritten signature of Adam M. Sargent in cursive script.

Nov 30 09 11:58a Sioux Nation Marshall 5075323716 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: Wendy Sasagyn
Address: 1167 310th St
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.

I am opposed to the alternative route for the following reasons:

- 114a *- my home is 100 feet from 310th St*
- I have health & safety concerns - these high voltage lines are not proven to be safe for me & my grandchildren*
- 114b *- concerns about noise*
- 114c *- decreased land value*
- 114d *- blight to the natural setting & my enjoyment of the surroundings*
- 114e *- interference with cell phone & internet*
- 114f *- diminished air quality*
- increased cost to bury electrical wires already here*
- 114g *- adverse impact on nearby wildlife area*

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>.

- reduced use of recreational hunting area

Signature: Wendy Sasagyn Date: 11-30-09

114a.

(See response to FEIS ID#2a)

114b.

(See response to FEIS ID#18b)

114c.

(See response to FEIS ID#10b)

114d.

(See response to FEIS ID#10a)

114e.

(See response to FEIS ID#4a)

114f.

(See response to FEIS ID#95h)

114g.

Section 6.10 (Recreation) of the DEIS discusses the potential impacts and mitigation methods regarding various different recreation resources that may fall within the proposed project boundaries. (See response to FEIS ID#53c)

Nov 30 09 12:03p Sioux Nation Marshall 5075323716 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: Pat Sarazyn
Address: 1167 310th ST
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.

I am opposed to the alternate route
because
destroy natural settings worked hard to get here
my house is only about 100 feet from
the road
Concerned about health for my family
Noise Concerns.
resale value for my land will deteriorate fast
cell phone coverage
Damage to the huge wildlife area closely
increase cost to bury electrical wire that
are now already here.

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: Pat Sarazyn Date: 11-30-09

November 21, 2009

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

Re: Comments on Draft EIS for 345 kV Transmission Line Project from Brookings to the Southeast Twin Cities

Dear Scott,

You may recall the letters dated April 20, 2009, from those of us in the Schoenbauer family that are impacted by the proposed preferred route of the electrical line. We are writing to again express our concerns, as the draft of the Environmental Impact Study does not appear to acknowledge our comments at the time and, in fact, seems to contradict our recommendations.

As a reminder, our unique situation is that the MinnCan pipeline was recently installed on our property, which some of us live on and all of us share ownership of. The preferred route of the power line now goes across this same property.

Rather than repeating all the details of our previous letters, we ask that you again review those letters dated April 20, so we can in this letter focus specifically on our key concerns, with reference to four attachments we are including:

- *Our situation is very unique, with both the MinnCan pipeline and proposed electrical line on the same property owned by our Schoenbauer family.* The first attachment is a map showing these two projects. We believe that this alone is unfair, asking our family to accept two recent major utilities on our property.
- The second attached map shows our efforts to develop a portion of this land. Per our letters last spring, this development process started in 2007, before any power line proposals were made public.
- The third attachment shows a page from Section 6.5.1 of the draft EIS, which confirms the financial impact we will incur if the power line is added near our property, and the fact that people's concerns would reduce their likelihood of purchasing this property. *Again, while we recognize this may happen anywhere the power line is located, this property's value and development potential were already impacted last year by the installation of the MinnCan pipeline.*
- The fourth attachment shows a page from Section 7.5.1 of the draft EIS, which specifically depicts our property and suggests that moving the power line to the south side of Country Road 2 would address our concerns. *This is*

117a.

When a utility submits an application to the Commission for a route permit they must provide, pursuant to Minn. R. 7850.1900, subp 2C, "at least two proposed routes for the proposed HVTL and identification of the applicant's preferred route and the reasons for the preference." Your letters have not been ignored. The applicants' preferred route as identified in the RPA would follow along 260th Street in your area. The OES during the scoping period solicited comments on alternative routes and included 51 additional route alternatives and 26 alignment alternatives in the Scoping Decision Document that were evaluated in the DEIS. It is not possible to evaluate moving the transmission line "significantly (miles) from our land" as stated in your letter. The project purpose and need was determined in during the certificate of need process and is detailed in Certificate of Need Order Docket No. ET-2, E-002, et al./CN-06-1115. The OES therefore is required to evaluate the preferred and alternative routes. In attempt to address your issues the OES suggested an alignment alternative that would follow along the south side of 260th Street in your area.

117a

not true, and specifically contradicts our recommendations in our April letters. Simply moving the power line a few dozen feet across the road would do little to address our concerns, or to alleviate the impact that a power line can have on future development of this property, as noted in Section 6.5.1 of the EIS. This is why we previously proposed that this power line should be moved miles from our property and the MinnCan pipeline, and not just across the road.

We are disappointed that our discussions with you and others, as well as the letters we sent in April, appear to have been ignored in drafting this EIS. We are continuing to follow the process you and your organization have recommended for presenting our concerns. However, if these concerns continue to be ignored or misrepresented, as they were in the draft EIS, we will have no alternative but to pursue a legal remedy.


Please know that we have no desire to pursue this path. As stated in our April letters, we feel that *a reasonable person, when viewing this situation, would agree that we would be taking on more than our share of burden if both of these projects went across or next to our property.* We simply ask that you address this concern by moving the power line far from its preferred path along County Road 2.

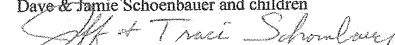
We would like to meet with you to further articulate our concerns and address any questions that you may have. Please respond to Robb Schoenbauer at (952) 201-4727 or robbllynn@bevcomm.net at your earliest convenience.

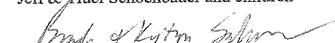
Thank you in advance for your assistance.

Sincerely,

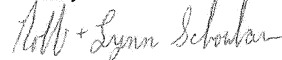

Arnie & Ann Schoenbauer


Dave & Jamie Schoenbauer and children

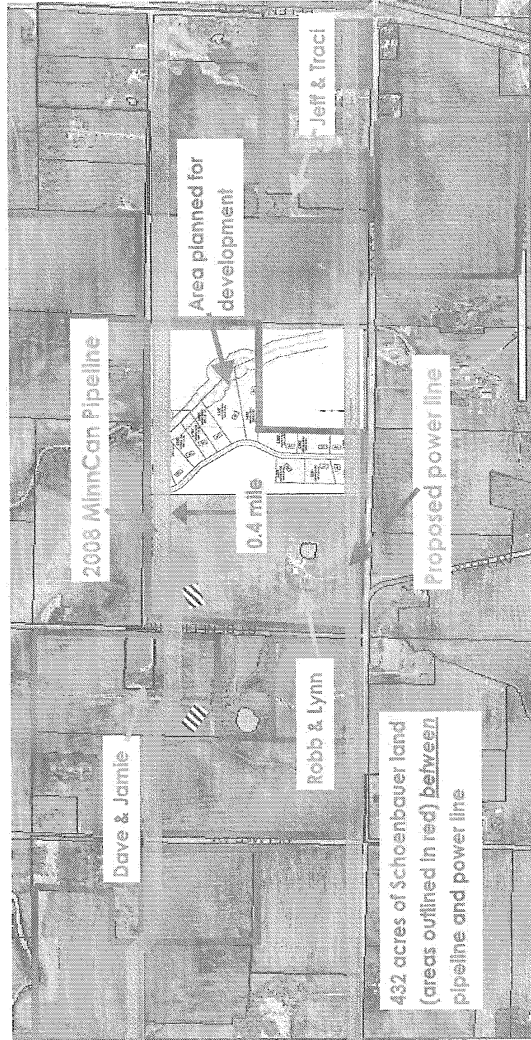

Jeff & Traci Schoenbauer and children


Brad & Kytyn Schoenbauer and children

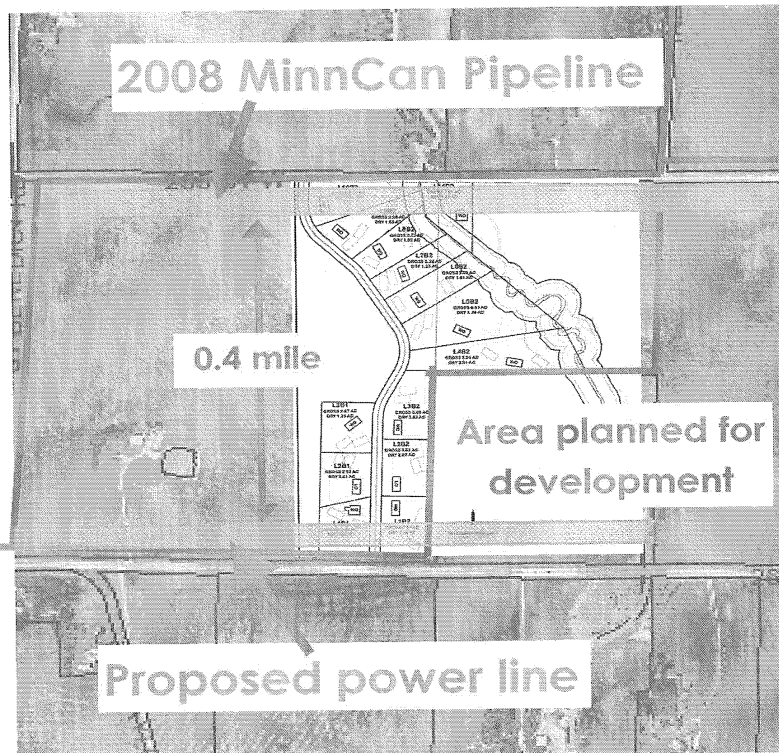
Robb & Lynn Schoenbauer and children



In Addition, the subject of property values and land-based economies as identified in your letter was addressed in Section 6.5 and 6.8 of the DEIS, respectively.



Properties listed above	Address
Robb & Lynn Schoenbauer	4450 W. 260th Street, New Prague
Jeff & Traci Schoenbauer	3480 W. 260th Street, New Prague
Dave & Jamie Schoenbauer	25506 St. Benedict Road, New Prague



Planned residential development of Schoenbauer properties has already been impacted by recent addition of MinnCan pipeline on this property. This EIS confirms that it will be further impacted if power line is added on or close to this same property, as is currently recommended.

Affected Environment/Proposed Impacts

6.5.1 Property Value Concerns
In general there are three primary concerns raised regarding the potential impact of a nearby high-voltage transmission line on property value:
• Concern or fear of possible health effects from electric or magnetic fields. While no conclusive evidence of the effects of EMF on health exists, it is recognized that people's concerns about this issue can influence their decisions related to purchase of property.

• **The potential noise and visual unattractiveness of the transmission line.**
The visual profile of transmission lines structures and wires may decrease the perceived aesthetic quality of property. The transmission facility would not generate noise above the state noise standards, and is not considered an issue.

• **Potential interference with farming operations or foreclosure of present or future land uses.** On properties that are farmed, installation of a power line on remove land from production, interfere with operation of equipment, create safety hazards, and foreclose the opportunity to consolidate farmlands or develop the land for another use.

On the other hand, the perceived value of a piece of property could increase when:

- A cleared ROW provides better access to interior lands or water.
- Increased local electrical reliability enhances opportunities for development of residential, commercial, or industrial development.

- In rural areas, especially large wooded parcels, provide improved access for snowmobiling, or other recreational activities.
- Forested openings for deer and other wildlife.
- In urban or suburban areas, power line corridors are often sized larger than neighboring lots but similarly priced, allowing residents to benefit from the added buffer and space the ROW provides.
- Integrating the open space of the utility corridor into a neighborhood and developing it as usable space can also diminish or avoid adverse effects on property values.

6.5.2 Property Value Research
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 impact of power lines on property values since the 1950s. A summary of these study types is provided in Table 6.5.2-1.

Potential impacts related to the marketability of a property include factors such as sale price, the amount of time required to sell, and the debt carried over this time. The types of studies done to assess changes in sale price of property containing a transmission line have evolved over time.

Pros	Cons
Techniques used to value properties near power lines.	Substantial differences may exist between people's perceptions about how they would behave and their actual behavior when confronted with the purchase of property.
Value judgment involved in choosing similar pairs, limitations in the number of adequately similar property pairs.	Value judgment involved in choosing similar pairs, limitations in the number of adequately similar property pairs.
Statistical Analyses	Statistical Analyses
Statistical Analyses	Statistical Analyses

For example, between 1978 and 1982, Jensen and Weber and the Jensen Management Company conducted three studies in west-central Minnesota. The studies in 1978 and 1982 are of particular interest since they consider effects to agricultural land. The 1978 study found that the landowners cited an inconvenience to the presence of the line, but had not paid less for their land (EPRI, 1978). The 1982 study, however, found there was a broad range of effect from no effect to a 20 percent reduction, which depended on the amount of disruption to farm operations (EPRI, 1982).

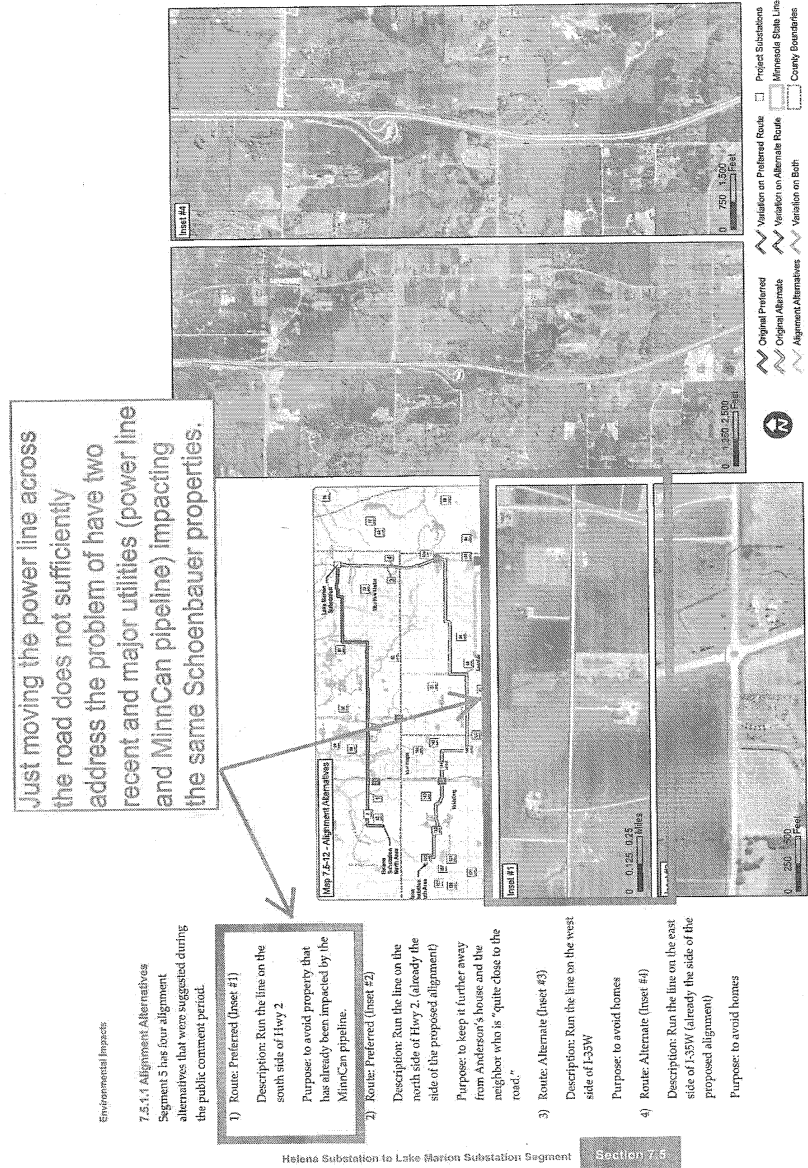
In the mid-1960s, Northern States Power hired a real estate appraisal group to collect market attributable information on the impact of transmission line easements on residential property values in suburban and undeveloped areas near Eau Claire and La Crosse, Wisconsin. The Solum Group examined 200 residential property transactions adjacent to or in close proximity to high voltage

Cowgert Study

The 1996, a separate study of the impact of overhead high voltage transmission lines on residential property values in Seattle and Vancouver found little impact (Cowgert et al., 1996). The literature review complete for that study also indicated the following:

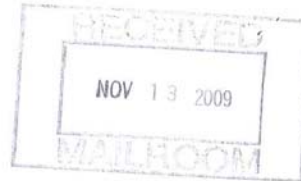
1. Overhead transmission lines can reduce the

Source: Cowgert Study, "Electricity Market Research for Project Open Brookings-Hampton Final EIS, 1996, p. 11.



Brookings-Hampton Final EIS, Appendix A, Low Impact Data for Proposed Project Alternatives

Percy Scherbenske
3140 220th St. E
Hampton, MN 55031
651-460-6642 hm
651-592-9336 cell



My name is Percy Scherbenske and I own the Castle Rock Thor. Farm on Highway 50 at 3140 220th St. E Hampton. My farm consists of 65 acres and has half-mile frontage on the south side of 50 from the South branch of the Vermillion River towards Hampton 2.2 miles away. I have lived here with my wife and children for 25 years and have operated the Castle Rock Thor. Farm which is a breeding and boarding farm for Thoroughbred racehorses. Also living on the farm is a farm employee with his wife and two younger children.

My Thoroughbred farming operation consists of pregnant broodmares and yearlings that we board and foal for clients from a three state area. Most of my clientele's mares are in foal to Kentucky stallions whose stud fee's can approach upwards of \$25,000 to \$35,000.

122a

It has been documented that exposure to ELP (extra low frequency magnetic) fields greater than 16 milligauss has had a 6-fold increase in miscarriages in humans, thus I am concerned about the health of the pregnant mares that I board on my farm.

While many of us know about the potential detrimental health effect to humans with these high voltage power lines, the Capx2020 project with its projected route down highway 50 could affect my business because of the ELP fields. This in turn could conceivably put me out of business as some of my clients may not want to expose their pregnant mares and foals to such risks.

I also presently have a north to south existing 115Kv transmission line on the west boarder of my property and with the proposed route of capx2020 project I would literally be boxed on two sides by transmission lines. Besides the health risks and the economic impact on my livelihood, my property value would be extremely deflated!

I would urge the State Office of Energy Security request that Capx2020 seek an alternate route for their 345KV line which does not impact and affect as many people and business's as the current proposed route does.

Percy Scherbenske
651-592-9336

122a.

(See response to FEIS ID#8a)

Ek, Scott (COMM)

From: Brian Skluzacek [countryboy_15@hotmail.com]
Sent: Sunday, November 29, 2009 7:34 PM
To: Ek, Scott (COMM)
Subject: Brookings to Hampton 345 kV Transmission Project
Importance: High

My name is Brian Skluzacek and I am writing to you to express my concerns over the Brookings to Hampton 345 kV Transmission project.

This farm has been in our family for over a century and I am the 5th generation to run and own the farm. This power line project concerns me as this farm is my livelihood. I raise crops and cattle.

I have read the documents and notice these poles would run right in the middle of my property. This greatly concerns me for several reasons:

- 125a 1. The voltage has many effects of concern to me, mainly human and livestock health, production and fertility of my cattle, my interest in organic farming, and possible cancer causing disease.
- 125b 2. My field can be accessible at any time of the year which could cause crop damage.
- 125c 3. The electrical fence hazards increase potential shock and fueling issues with my farming equipment.
- 4. My farm also has two wetlands with migrating waterfowl that could be in jeopardy.

I am engaged to be married on September 11, 2010 and my fiancé, Amy, and I plan to raise our children on this family farm the way it has been for centuries. I am asking that you reconsider location of these power lines away from my property.

Thank You,
Brian Skluzacek
5501 Leaf Trail
New Prague, MN 56071
507-213-2071

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

125a.

(See response to FEIS ID#2a and FEIS ID#8a)

125b.

Transmission lines and substations are designed to operate for decades with minimal maintenance, particularly in the first few years of operation. In general, if damage has occurred to crops, drain tile, fences or the property, the applicants would be required as a condition of the permit to fairly reimburse the landowner for the damages sustained.

125c.

(See response to FEIS ID#8a and FEIS ID#45b)

CapX 2020 Project

Page 1 of 1

CapX 2020 Project

Christer Stenstrom [chrisstenstrom@gmail.com]

Sent: Monday, November 30, 2009 10:34 AM

To: Ek, Scott (COMM); stephanie.strength@usda.gov

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 largest in terms of aircraft on field aircraft.

128a The proposed alternate route places these towers Directly into the Published Airport Traffic Pattern of the states 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.

Additionally, it should be noted that per both FAA and Minnesota Regulations, any such development within a the 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 states 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

Christer Stenstrom
4324 Chester Court
Webster, MN 55088
(952) 652-2346

Sky Harbor Airpark Resident
Webster, MN 55088

<https://webmail.state.mn.us/owa/?ac=Item&t=IPM.Note&id=RgAAADorgEoXrmgT6NvkGn0VKroB...> 11/30/2009

128a.

(See response to FEIS ID#7b and FEIS ID#113a)
Map FEIS ID#150 in Appendix C shows the location of the Sky Harbor Airpark.

Nov. 30, 2009 11:14AM Minnwest Bank Marshall

No. 0930 P. 1/3



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: Linda Stoddard
Address: 3193 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.

- 130a 1. Was not notified of the 3rd alternate power line till Nov 25th 2009 for any of concerned people who live by this proposed line. A major decision - not enough time to hear our side
- 130b 2. Property value - down due to power line, resale a loss of value as property owner will there be compensation? Who wants to buy purchase in this situation. (I have less than 9 acres) a power tower in middle - no
- 130c 3. Health issues - endless - anyone who pays for medical bills, therapy etc
- 130d 4. effect on cell phone signals, my t.v tower antenna signals, satellite signals, internet service.
- 130e 5. noise - already have traffic from Hwy 23 - train noise
I do not need to add more.
6. Wetlands - 3rd alternate power line route has more wetland areas than 1st alternate route.
7. Because of this Otter tail Power line is already in my road ditch - would not be cost effect for them and myself to have replaced ---
true 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: Linda Stoddard Date: 11-29-09

130a.

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 Linda Stoddard at 3193 State Highway 23, Marshall, Minnesota 56258.

130b.

(See response to FEIS ID#10b)

130c.

(See response to FEIS ID#2a)

130d.

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

130e.

(See response to FEIS ID#18b)

130f.

(See response to FEIS ID#18a)

Nov. 30, 2009, 11:14AM, Minnwest Bank Marshall, loss the hwy already No. 0930 P. 2/3

130f

8. Placing on south side of County Rd 8 is on my property - north side huge grove of trees - which is a wind break, for me and a wildlife for small creatures. A huge concern of mine to lose a grove of trees.
9. My house is 145 ft from the proposed center line

SCOTT EK
MINNESOTA OFFICE OF ENERGY SECURITY
85 7TH PLACE EAST, SUITE 500
ST. PAUL, MN 55101-2198



Ek, Scott (COMM)

From: Foster and Lisa Transburg [trans@means.net]
Sent: Sunday, November 29, 2009 9:42 PM
To: Ek, Scott (COMM)
Cc: Capx.Oah@state.mn.us
Subject: capx2020 Docket#7-2500-20283-2 New Prague alternative area

Scott,

My name is Foster Transburg and I live at 5520 Leaf Trail New Prague MN 56071. My email is trans@means.net. I live along the Helena Substation to Lake Marion Substation A-RIC-001 ATF (NE Alt 2) route. The reason I am writing is to bring up a few things about this area that I believe are not included on the map and suggestions for the new line.

134a The A-LES-001 route's statement is incorrect. It impacts more than one home. There are eight existing homes along the route, instead of the one that is mentioned. Plus, it may effect two other potential homes on Soco LN. The lots are for sale, but the homes are not built yet.

134b The A-RIC-001 ATF (NE alt 2) route is also missing potential houses on the South West corner of 60th St W and Leaf Trail. I believe there are seven lots for sale. Also, I would like to mention that Rice County has a 1 house per 40 acre policy to preserve the farmland. Bringing electric lines across existing farms will cut the farms into pieces; thus creating more undo hardships to the farmers in this area. There are also many wetlands in the area which could also potentially be affected.

A suggestion I have is to run the lines along other existing large lines like the one that crosses I-494 in Eden Prairie. From there, it could run along railroad tracks.

Thanks,

Foster Transburg

134a.

Route A-LES-001 was renumbered as route alternative 5A-01 in the DEIS. Sheet HL6 in Appendix A of the DEIS indicates that alternative route 5A-01 would run past approximately 12 residences/structures.

134b.

Route A-RIC-001 was renumbered as route alternative 5A-03 in the DEIS. Sheet HL13 in Appendix A of the DEIS indicates two residences/structures at the southwest corner of 60th Street and Leaf Trail. See also response to FEIS ID#3a. Map FEIS ID#3 in Appendix C shows the area mentioned by the commenter.

Nov 30 09 07:10p Sioux Nation Marshall 5075323716 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: JAMES H. Tully
Address: 2365 Co. Rd 8
City: MARSHALL State: MN ZIP: 56258

RE: Alternate Route than Ghent, MN and East on Hwy 8
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.

- 136a 1) 1000 FT. RIGHT OF WAY WOULD TAKE APPROX. 400 SQ. YD. OF MY LAWN.
- 136b 2) THE GROVE OF TREES IN THE RIGHT OF WAY SHUTTERS MY HOME AND DRIVEWAY FROM THE N.W. WINTER WINDS AND SNOW.
- 136c 3) THE MICROWAVE RELAY TOWER ACROSS THE ROAD CAUSES RADIO RECEPTION PROBLEMS NOW. THIS LINE WOULD LIKELY CAUSE MORE FOR RADIO + CELLPHONE
- 136d 4) THE TRANSMISSION LINE WOULD CROSS MY DRIVEWAY. THIS WOULD LOWER MY PROPERTY VALUE AND THE AESTHETICS WOULD MAKE THE PROPERTY HARDER TO SELL.
- 5) THIS LINE WOULD COME VERY CLOSE TO THE SOUTH SIDE OF THE TOWN OF GHENT. HOUSING EXPANSION HAS BEEN ON THIS SIDE OF TOWN BECAUSE IT IS CLOSEST TO MARSHALL AND EMPLOYMENT
- 6) OUR INTERNET SERVICE COMES FROM A TOWER IN GREEN VALLEY. THIS LINE IS BETWEEN OUR HOME & THE TOWER
- 7) THE ROUTE WAS NOT WELL EXPLAINED TO THE RESIDENTS ALONG HWY 8. WE DID NOT HAVE ENOUGH TIME TO RESPOND

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: [Signature] Date: 11/30/09

136a.

(See response to FEIS ID#18a)

136b.

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

136c.

(See response to FEIS ID#10b)

136d.

(See response to FEIS ID#4a)

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: elizabeth vankuiken

County: Scott County

City: lakeville

Email: circle4@yahoo.com

Phone: 9524613330

Impact: To whom it may concern

I write today to voice my concern over the current preferred route being proposed for the High Voltage Power lines in MN.

Brookings County-Hampton Transmission Line Project"

PUC Docket No. ET2/TL-08-1474

My name is Elizabeth Vankuiken 24567 Dakota ave lakeville mn 55044

I strongly support the "Modified South Route" because it impacts fewer homes and affects less people and has less natural environmental impact.

I work in the medical field and my work is an evidence based practice. If its not proven safe it does NOT reach the patient.

The research on the safety of high voltage power lines to people, animals, and the environment is inconclusive. In my world that means NOT safe and should not be used until PROVEN safe. The fate and welfare of my families well being and safety is in the hands of the EIS. My home is 300 feet from the lines or in my yard according to the preferred route proposal.

We moved to the country to raise our family in a natural safe environment. We have llamas and breed Gordon Setters. We have 2 children. My son has been chronically ill since 18 months of age. He has chronic sinusitis, allergies, asthma, and now endocrine deficiencies requiring daily injections. I am alarming concerned for his health with the power lines so close to our home due to his already compromised state of health.

We have planted over 1500 trees on our property. We have tried and our currently trying to flood the joint properties behind us to create a wet land. We want to preserve our area.

139a.

(See response to FEIS ID#2a)

139b.

(See response to FEIS ID#58a)

139c.

(See response to FEIS ID#46f)

139d.

Map 7.5-17 of the DEIS identifies a park in this area. Please also see FEIS ID#139a above.

139a

- 139b There is a Riding Stable across the street from me for handicapped children that will have the line through their property. The name of the ranch is Majestic Riding Ranch. The
- 139c farmer next to them has a pace maker. Next door they have kids and raise Thorough bred horses. We have so much wild life in our back yard like fox, turkey, owls, deer, pheasant, and Bald Eagles to name a few. We have a creek with fish. All negatively impacted by these power lines.
- 139d Cedar Lake Parks has been taken over by Scott County Parks and will be opening soon and has plans to grow in the near future. Many schools, Church groups, and families escape to Cedar Lake Farms for a day in the country to enjoy the lake and animals. They don't come to expose the children to high voltage power lines which are proposed to go in across the street from the park.

The power lines have a tremendous impact on this very small section imagine the large picture.

There is a proposed modified south route that needs to be seriously considered. It affects far less people. It will require extra steps because of the MN Dot guidelines that will need to be followed, but Best for People and the Environment.

The Lake Marion substation needs to stay as is and a new substation built south with the new route. They need an additional 20-30 acres to build at this Lake Marion location. This is an area that is the new developing Suburbs. Too many people in this area affected.

Move the line to the proposed "modified south route". It will impact the least.

Overhead route : homes within 500
length(miles) feet

CapX proposed route
Brookings-Hampton 44 miles : 171 homes

Special land impact in for his proposed route Watt Munisotaram Buddhist Temple Stud
Horse Farm Home Handicapped riding Stable Cedar Lake Park

CapX alternate 55 miles : 190 homes

Modified southern 45 miles : 110 homes

route alternative

Modified southern 49 miles : 114 homes
route alternate2

Overhead route length from CapX Minnesota Permit application page 2-3 Home counts from CapXtables 6-2, 8-2 from Minnesota Route permit application and as interpreted from CapX GIS data for Modified Alternatives

Hear my plea
Thank you for your time
Elizabeth Vankuiken

Mitigation:

Submission date: Mon Nov 30 14:00:50 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: Margaret Vikla
Address: 6130 Jennings Ave
City: Longdale State: MN ZIP: 55046

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.

140a There are two homes missing on your map.

First- Steven Vikla, 6050 Jennings Ave
Right On the corner of Jennings Ave & 60th St.
(In Section 21)

Second- David Vikla, 5890 Jennings Ave.

Just north of the corner of Jennings Ave & 60th St.
At the end of white line showing his driveway,
and before the house marked on the map.
(In Section ~~21~~ 16)

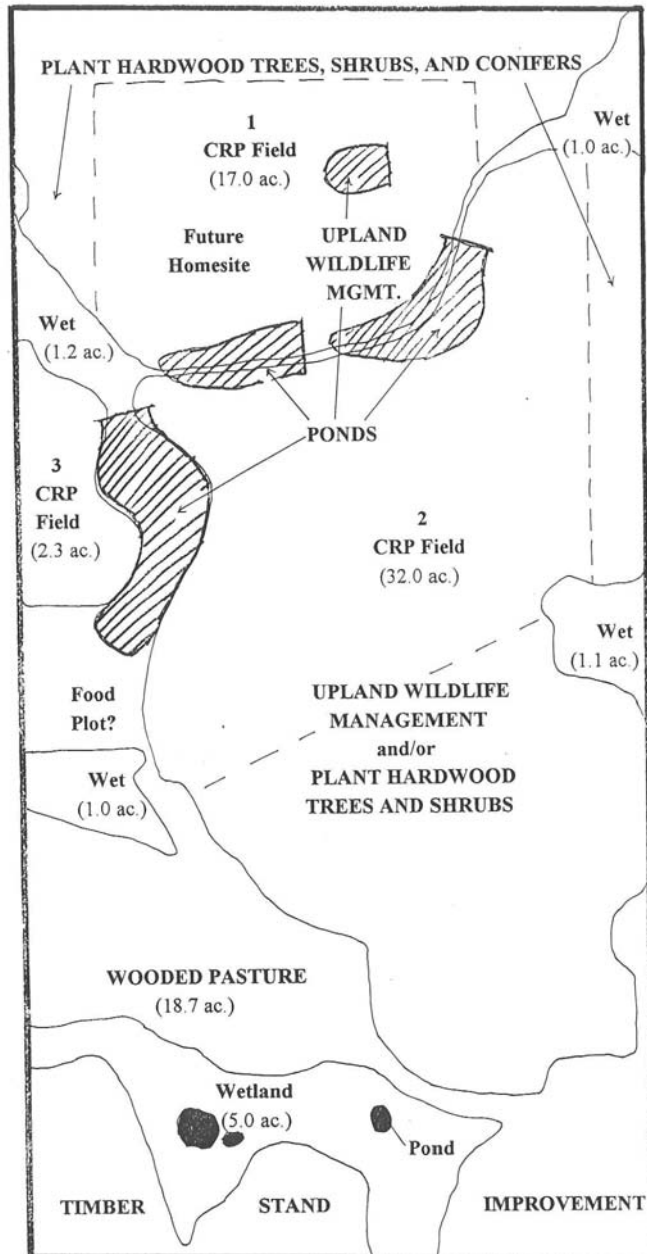
Both located in Wheatland Twp.

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: Margaret Vikla Date: 11-12-2009

140a.

(See response to FEIS ID#3b) Map FEIS ID#140 in Appendix C shows houses in this area.



STEWARDSHIP
PLAN

Duane Boyle

3850 W 50th ST
WEBSTER, MO 65082

N

Page 1 of 2

Ek, Scott (COMM)

From: Dan Wambeke [djwambeke@yahoo.com]
Sent: Wednesday, November 18, 2009 1:17 PM
To: Ek, Scott (COMM)
Cc: Kirsch, Raymond (COMM)
Subject: Docket ET2/TL 08-1474 public comment on EIS draft
Attachments: grove.jpg

Hello Scott,

I am summarizing in this email the points which I made yesterday at the Nov. 17 public comment meeting at the Marshall Best Western. The following additions/edits to the EIS will help to make the document more accurate and thorough:

- 143a
- In Section 6.1.1 on the visual and aesthetic impacts, the following quote is inaccurate: "In these agricultural areas, the power poles would be visible on clear days from up to two miles." Because of the relative flatness of the topography here and the general lack of trees, they will be visible much farther. It should be changed to, "In these agricultural areas, the power poles will be a dominant feature of the skyline for 2-3 miles, and on clear days may be visible up to 10 miles."
 - I'm grateful to see Section 6.1.5 discussing the impacts to tree groves and windbreaks. However, this section does not accurately capture the essence of this particular category of impact. There are a number of improvements to this section that can be made:
- 143b
- Figure 6.1.5-1, entitled "A typical farmstead windbreak" is anything but that. The photo shows a house with a relatively small number of trees (10-15?) surrounding it. Very few farmsteads in this part of the state have that few trees around them. The "typical" windbreak, in reality, would have at least a hundred mature trees on the west and north sides of the property. This photo needs to be changed so that it can more accurately reflect the type of environmental impact that is being assessed here. I am attaching a photo of my own farmstead as an example of this kind of tree grove. It may not be the best quality photo, as I found it difficult to take the photo from a good angle that showed the whole grove, but if you are not able to find an alternate example of a farmstead windbreak, feel free to use it in place of the existing photo.
- 143c
- The sentence, "During public scoping meetings, residents of western Minnesota identified the importance of trees for privacy, shade, and wind screen protection around rural residences and farmsteads." should then be followed up with the following sentences which will help to describe why this is important: "In this region, farmsteads typically have over a hundred trees aligned in rows on the west and north sides of the properties, with an outer row or two of lower levels of shrubbery. These groves are carefully placed and designed to cause the wind to go up and over them to create a 'wind shadow.' So, in addition to increasing the aesthetic value of the property, they are an essential element in helping to reduce heating costs and also managing the presence of blowing and drifting snow during the winter. The reduction, or removal, of even a portion of these tree groves, whether as a temporary construction impact or as a permanent right-of-way impact, would constitute a major impact to the affected property."
- 143d
- Furthermore, the sentence, "The applicants indicate that the Preferred Route and Alternate Route have been located to avoid the removal of trees to the greatest extent possible." may be accurate when applied to naturally occurring wooded areas, but does not adequately address this impact, and the ability to mitigate it. Because they are not "naturally" occurring, they tend to be shaped rectangularly (with the trees in straight lines) and are generally not so thick that they cannot be avoided. In the western part of the state, the vast majority of tree groves and windbreaks along the indicated routes should therefore be considered to be non-necessary impacts, and would be avoidable simply by using careful route alignments. A sentence or two needs to be added to this section that says, "In western Minnesota, in most cases tree groves and windbreaks can be completely protected by a shift of the route alignment, so that the line is built on the opposite side of the road from farmsites, or in cases where the line is not following a road, shifting the route centerline over by a small amount (e.g. 50-75 feet). This is a feasible mitigation strategy because the groves tend to be straight and rectangular in shape, and are often only 50-100 feet wide."
- 143e
- In Fairview Township, at the corners of sections 1, 2, 11, & 12 (visible on both Route Maps SL17 & SL18, as well as the map 7.1-13), there is a small area of wetland impact. I can't tell if it's adequately marked in the EIS. There are what appears to be a couple small dots on the maps, but if they are supposed to be indicative of the wetland, they are not large enough. It should be recorded that at this spot there would be approximately an acre of wetland affected in the Right-of-Way. This impact is true no matter what route alignment is made here. The wetland here is managed via a RIM/NRCS wetland conservation easement. Please correct the maps, and also correct the statistics appropriately in section 7.1.4.11.
- 143f
- In Section 7.1.4.1, on the Human Settlement impact for the Brookings-Lyon Co. segment of the line, you've correctly noted a couple of "narrow" areas. Depending upon the exact route alignment, however, many more narrow areas than this exist, and in the interest of a thorough analysis of this segment, these should be noted. (Similar to how, in section 7.3.4.1 discussing the Lyon Co.-Helena segment, narrow areas north and east of Milroy were noted.) Please add the following paragraph (and also add corresponding "narrows" markers to the maps), which describes two more of these areas: "Northeast of Marshall, where the Preferred Route runs south from 340th Street to 290th Street, the current proposed route alignment, on the west side of the existing 115kV East River line, avoids major impacts to two farmsites. If this alignment were ever to change to the east side of the existing 115kV line, two major impacts would be unavoidable. At the farmsite 1/2 mile south of 320th Street, the line would run extremely close to the house (approx. 85 feet) and many trees would need to be removed. At the farmsite 1/2 mile north of 320th Street, the line would also run close to the house (approx. 100

143a.

20/20 vision equates roughly one arcminute of resolution. Conservatively assuming the towers stay six feet in diameter the whole way up, the maximum distance where this would be greater than one arcminute is just under four miles.

Beyond that the poles should become harder to distinguish. At four miles, pretty much all of the tower is still above the horizon (except the bottom couple feet), so on a clear day they very likely can be seen at that distance.

Based on the further analysis discussed above, Section 6.1.1 page 6-1 column two, the sentence that reads "In these agricultural areas, the power poles would be visible on clear days from up to two miles." should be amended to read, "In these agricultural areas, the power poles would be visible on clear days from up to four miles."

143b.

Tree groves and windbreaks will be avoided to the extent possible, regardless of whether a windbreak consists of 10 trees or 100. (See response to FEIS ID#18a)

143c.

(See response to FEIS ID#18a)

Page 2 of 2

- 143g • feet), and furthermore a hog barn would fall within the right-of-way, and over 120 trees would be removed (the entire tree grove on the west side of the property). In addition to the typical impacts of tree grove removal, some of these trees are also used in a small maple syruping operation, so this would constitute a land use impact here as well."
- 143h • A specific correction needs to be made in Section 7.1.4.1. Where it references a narrow spot saying, "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." it needs to be corrected: the propane tank and house are reversed - the house in the ROW is on the north side of the road and the propane tank is on the south. In addition, it should be noted that the south side of the road, with the propane tank, also contains a house, which would be within 100 feet from the route centerline if the line were on the south side, and several mature trees would need to be removed from this property.
- If, as you verbally stated in the meeting yesterday, it is the position of the OES that there are no health risks due to EMF exposure, then that policy position should be explicitly stated in Section 6.2.1.3. As it currently exists, it is clearly crafted to give the impression that there is no basis to the fear of health risks, while refraining from firmly committing to that position. In any event, I think this section would benefit from a brief summary of the opposing point of view, even if it is not the view held by the OES. That way this document would contain a full representation of the existing data as well as the possible different interpretations of that data. Reasonable people can, and do, look at the same data and yet come to a different conclusion about the amount of risk involved. There is testimony by a Dr. Carpenter, who has a different slant on the health risk issue, which was recently submitted to the the project docket by an intervenor in this project. Perhaps his input could be used as a basis for the summary of the "opposing viewpoint.

Thank you for your willingness to consider, and incorporate, this feedback into the final EIS. Please reply to this email with verification that it was received.

Dan Wambeke
3260 280th Ave
Marshall, MN 56258

143d.

(See response to FEIS ID#39a)

143e.

A map of the wetland mentioned by the commenter is available in Appendix C FEIS ID#161. The wetland points on the DEIS maps represent the acreages present within the 150-foot ROW. The actual acreage of this particular wetland in the 150-foot ROW is 0.36 acre. Wetland data in the DEIS are based on the National Wetland Inventory (NWI) data; no wetland delineations would be conducted until a route has been issued by the Commission.

143f.

(See response to FEIS ID#39a)

143g.

(See response to FEIS ID#69e) Map FEIS ID#69 in Appendix C shows the location described by the commenter.

143h.

Evidence supporting varying perspectives on the health effects of EMF was provided at the Public Hearing, the transcript of which is a public record. See FEIS ID#46 submitted by Paula Goodman-Maccabee, which included testimony from her EMF expert.

RE: Docket ET2/TL 08-1474 public comment on EIS draft

Page 1 of 3

RE: Docket ET2/TL 08-1474 public comment on EIS draft

Dan Wambeke [djwambeke@yahoo.com]

Sent: Tuesday, December 01, 2009 10:36 AM

To: Ek, Scott (COMM)

Hi Scott,

144a My second to last bullet point is actually an item that I noticed after I had read the comments at the meeting. Please be sure to incorporate that into the EIS as well.

Thanks,
Dan

--- On **Mon, 11/30/09, Ek, Scott (COMM)** <Scott.Ek@state.mn.us> wrote:

From: Ek, Scott (COMM) <Scott.Ek@state.mn.us>
Subject: RE: Docket ET2/TL 08-1474 public comment on EIS draft
To: "Dan Wambeke" <djwambeke@yahoo.com>
Date: Monday, November 30, 2009, 9:12 PM

Yes. Your comments were received when you verbally read them at the public meeting as well the email you sent.

Regards,
Scott Ek

From: Dan Wambeke [djwambeke@yahoo.com]
Sent: Monday, November 30, 2009 4:16 PM
To: Ek, Scott (COMM)
Cc: Kirsch, Raymond (COMM)
Subject: Fw: Docket ET2/TL 08-1474 public comment on EIS draft

Hi Scott,

I did not receive confirmation that you had received my comments below, so I am sending them again before the deadline on comments for the EIS. Please reply to let me know that these comments were received.

Thanks,
Dan

--- On **Wed, 11/18/09, Dan Wambeke** <djwambeke@yahoo.com> wrote:

From: Dan Wambeke <djwambeke@yahoo.com>
Subject: Docket ET2/TL 08-1474 public comment on EIS draft
To: scott.ek@state.mn.us
Cc: raymond.kirsch@state.mn.us
Date: Wednesday, November 18, 2009, 1:17 PM

Hello Scott,

I am summarizing in this email the points which I made yesterday at the Nov. 17 public comment meeting at the Marshall Best Western. The following additions/edits to the EIS will help to make the document more accurate and thorough:

- In Section 6.1.1 on the visual and aesthetic impacts, the following quote is inaccurate: "In these agricultural areas,

<https://webmail.state.mn.us/owa/?ae=Item&t=IPM.Note&id=RgAAAADorgEoXrmgT6NvkGn0VKroBw...> 12/1/2009

144a.

(See response to FEIS ID#69e)

RE: Docket ET2/TL 08-1474 public comment on EIS draft

Page 2 of 3

the power poles would be visible on clear days from up to two miles." Because of the relative flatness of the topography here and the general lack of trees, they will be visible much farther. It should be changed to, "In these agricultural areas, the power poles will be a dominant feature of the skyline for 2-3 miles, and on clear days may be visible up to 10 miles."

- I'm grateful to see Section 6.1.5 discussing the impacts to tree groves and windbreaks. However, this section does not accurately capture the essence of this particular category of impact. There are a number of improvements to this section that can be made:
 - Figure 6.1.5-1, entitled "A typical farmstead windbreak" is anything but that. The photo shows a house with a relatively small number of trees (10-15?) surrounding it. Very few farmsteads in this part of the state have that few trees around them. The "typical" windbreak, in reality, would have at least a hundred mature trees on the west and north sides of the property. This photo needs to be changed so that it can more accurately reflect the type of environmental impact that is being assessed here. I am attaching a photo of my own farmstead as an example of this kind of tree grove. It may not be the best quality photo, as I found it difficult to take the photo from a good angle that showed the whole grove, but if you are not able to find an alternate example of a farmstead windbreak, feel free to use it in place of the existing photo.
 - The sentence, "During public scoping meetings, residents of western Minnesota identified the importance of trees for privacy, shade, and wind screen protection around rural residences and farmsteads." should then be followed up with the following sentences which will help to describe why this is important: "In this region, farmsteads typically have over a hundred trees aligned in rows on the west and north sides of the properties, with an outer row or two of lower levels of shrubbery. These groves are carefully placed and designed to cause the wind to go up and over them to create a 'wind shadow.' So, in addition to increasing the aesthetic value of the property, they are an essential element in helping to reduce heating costs and also managing the presence of blowing and drifting snow during the winter. The reduction, or removal, of even a portion of these tree groves, whether as a temporary construction impact or as a permanent right-of-way impact, would constitute a major impact to the affected property."
 - Furthermore, the sentence, "The applicants indicate that the Preferred Route and Alternate Route have been located to avoid the removal of trees to the greatest extent possible." may be accurate when applied to naturally occurring wooded areas, but does not adequately address this impact, and the ability to mitigate it. Because they are not "naturally" occurring, they tend to be shaped rectangularly (with the trees in straight lines) and are generally not so thick that they cannot be avoided. In the western part of the state, the vast majority of tree groves and windbreaks along the indicated routes should therefore be considered to be non-necessary impacts, and would be avoidable simply by using careful route alignments. A sentence or two needs to be added to this section that says, "In western Minnesota, in most cases tree groves and windbreaks can be completely protected by a shift of the route alignment, so that the line is built on the opposite side of the road from farmsites, or in cases where the line is not following a road, shifting the route centerline over by a small amount (e.g. 50-75 feet). This is a feasible mitigation strategy because the groves tend to be straight and rectangular in shape, and are often only 50-100 feet wide."
- In Fairview Township, at the corners of sections 1, 2, 11, & 12 (visible on both Route Maps SL17 & SL18, as well as the map 7.1-13), there is a small area of wetland impact. I can't tell if it's adequately marked in the EIS. There are what appears to be a couple small dots on the maps, but if they are supposed to be indicative of the wetland, they are not large enough. It should be recorded that at this spot there would be approximately an acre of wetland affected in the Right-of-Way. This impact is true no matter what route alignment is made here. The wetland here is managed via a RIM/NRCS wetland conservation easement. Please correct the maps, and also correct the statistics appropriately in section 7.1.4.11.
- In Section 7.1.4.1, on the Human Settlement impact for the Brookings-Lyon Co. segment of the line, you've correctly noted a couple of "narrow" areas. Depending upon the exact route alignment, however, many more narrow areas than this exist, and in the interest of a thorough analysis of this segment, these should be noted. (Similar to how, in section 7.3.4.1 discussing the Lyon Co.-Helena segment, narrow areas north and east of Milroy were noted.) Please add the following paragraph (and also add corresponding "narrows" markers to the maps), which describes two more of these areas. "Northeast of Marshall, where the Preferred Route runs south from 340th Street to 290th Street, the current proposed route alignment, on the west side of the existing 115kV East River line, avoids major impacts to two farmsites. If this alignment were ever to change to the east side of the existing 115kV line, two major impacts would be unavoidable. At the farmsite 1/2 mile south of 320th Street, the line would run extremely close to the house (approx. 85 feet) and many trees would need to be removed. At the farmsite 1/2 mile north of 320th Street, the line would also run close to the house (approx. 100 feet), and furthermore a hog barn would fall within the right-of-way, and over 120 trees would be removed (the entire tree grove on the west side of the property). In addition to the typical impacts of tree grove removal, some of these trees are also used in a small maple syruping operation, so this would constitute a land use impact here as well."
- A specific correction needs to be made in Section 7.1.4.1. Where it references a narrow spot saying, "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." it needs to be corrected: the propane tank and house are reversed - the house in the ROW is on the north side of the road and the propane tank is on the south. In addition, it should be noted that the south side of the road, with the propane tank, also contains a house, which would be within 100 feet from the route centerline if the line were on the south side, and several mature trees would need to be removed from this property.

RE: Docket ET2/TL 08-1474 public comment on EIS draft

Page 3 of 3

- If, as you verbally stated in the meeting yesterday, it is the position of the OES that there are no health risks due to EMF exposure, then that policy position should be explicitly stated in Section 6.2.1.3. As it currently exists, it is clearly crafted to give the impression that there is no basis to the fear of health risks, while refraining from firmly committing to that position. In any event, I think this section would benefit from a brief summary of the opposing point of view, even if it is not the view held by the OES. That way this document would contain a full representation of the existing data as well as the possible different interpretations of that data. Reasonable people can, and do, look at the same data and yet come to a different conclusion about the amount of risk involved. There is testimony by a Dr. Carpenter, who has a different slant on the health risk issue, which was recently submitted to the the project docket by an intervenor in this project. Perhaps his input could be used as a basis for the summary of the "opposing viewpoint."

Thank you for your willingness to consider, and incorporate, this feedback into the final EIS. Please reply to this email with verification that it was received.

Dan Wambeke
3260 280th Ave
Marshall, MN 56258

**Comments on Draft Environmental Impact Statement (EIS)
Brookings-Hampton 345kV Project**

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

Dear Mr. Ek

Our home is on the applicant's Proposed Alternate Route, Lake Marion Substation to Hampton, Pillsbury Avenue. We submit the following comments, regarding the content of the Draft EIS, for you:

- 145a Page 6-9, Col 1, Para 1: "Also, the proposed ROW and the structures **can** be designed to help minimize EMF exposure because of public concern." Change can to will.
- 145b Page 6-9, Col 1, Para 2: "The applicants **could** consider compacted structure designs where feasible." Change could to will.
- 145c Page 6-9, Col 1, Para 3: "The applicants **could** consider these options during the detailed Project design phase." Change could to will.
- 145d Page 6-9, Section 6.2.2 Stray Voltage, Para 2: "The applicants **would be required to remedy** any stray voltage issues as a condition of a route permit." Change would be required to remedy to are required to identify and remedy. Our distribution line to our home will be immediately under the transmission line, as will many others in our concentrated human settlement area.
- 145e Page 6-9, Section 6.2.3 Induced Voltage/Current, Para 2: "Proper grounding of metal objects under the transmission line is the best method of avoiding these shocks" All of Scott County's mandated and installed by Scott County mailboxes are metal on metal poles. The applicant may not be concerned that a US postal worker receives a mild shock when delivering mail at each mailbox, but a lawsuit from the Federal Government on behalf of a class may be quite expensive for the State of Minnesota. A sentence must be added such as the following: **The applicant will ground all metal mailboxes with metal poles that are mandated by a governing authority which are within the transmission line ROW.**
- 145f Page 6-9, Section 6.2.3 Induced Voltage/Current, Para 3: "Another issue that arises when operating vehicles near power lines is whether vehicles can be safely refueled. Although the possibility of fuel ignition under a power line is remote, it is not recommended to refuel vehicles directly under or within 100 feet of a 345kV transmission line." Here's our issue with this: Our home is located within 300 feet of the centerline of Pillsbury Avenue. We are on small parcel – approximately 2.5 acres. We, as do many of our neighbors along this section of Pillsbury, mow the entire yard and refuel wherever we run out. We aren't going to drive the pickup on the grass and pull the lawn tractor up the steep hills to refuel at a distance of 100 feet from the transmission line. Our driveway goes at angle from one corner of the parcel to the opposite corner (SW to NE). There is an easement from the center of the road approximately 175 feet onto our property already. If the transmission line ROW is placed on our side of the road, most feasible because there are two homes much closer to the road directly opposite of us and we are on the outside of the road curve, and the ROW is placed alongside the existing roadway ROW (to allow for future roadway expansion), any place on our property will be within 100 feet of the 345kV transmission line. **We believe the EIS is incomplete and that this particular type of information should be disclosed for higher density human settlement areas, such as along Pillsbury Avenue, to protect human life. See Map 7.6-15, notice the concentration of human settlement on the applicant's Alternate Route along Pillsbury Avenue from the Lake Marion Substation south to County Road 86.**

145a.

(See response to FEIS ID#39a)

145b.

(See response to FEIS ID#39a)

145c.

(See response to FEIS ID#39a)

145d.

(See response to FEIS ID#39a)

145e.

(See response to FEIS ID#39a)

145f.

As stated in the RPA to the Commission for a Route Permit for the Brookings County – Hampton 345 kV Transmission Line Project: "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.

145g Page 7-174, Section 7.6.4.9 Transportation and Public Services-, Airports and Landing Strips **There is a private airport/landing strip missing from the EIS report.** During the past twenty-eight years we have seen many single engine planes take off and land and a large number of balloons launch from the east end of a parcel located at 25775 Dupont Avenue, Elko. This parcel is located between the applicant's Alternate Route on Pillsbury Avenue and I-35. There is already an 115kV line along Dupont Avenue between this parcel and I-35. It cannot be safe to place a 345kV line on the other side of this property, essentially caging the private airport along the west and east sides and making balloon launches particularly dangerous. This private airport/landing strip should be investigated further for the EIS.

145h **General Comment-- Property Value Decrease**

We ask how any reasonable person can believe that placing a 130 foot – 175 foot tall transmission line on either side of a metro area road will not adversely affect the property value. Use your visual imagination and place the poles in the right photograph into the left photograph, keeping in mind that ALL of the trees you see in the left photograph will be clear cut, exposing all of the homes that you can't see in the left photograph. (There are nine homes.)

Pillsbury Avenue – Spring 2009



345 kV Transmission Line, Single Metal Pole



Sincerely,

Steve Wooldrik & Mary Miller
25571 Pillsbury Avenue
Lakeville, MN 55044

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. See also response to FEIS ID#45b.

145g.

(See response to FEIS ID#66a) Map FEIS ID#145 in Appendix C shows the location of this property.

145h.

(See response to FEIS ID#10b)

Minor comments to the DEIS

Page 1 of 1

Minor comments to the DEIS

Leshner, Dan GRE-MG [dlesher@GREnergy.com]

Sent: Monday, November 30, 2009 3:46 PM

To: Ek, Scott (COMM)

Cc: Agrimonti, Lisa MISC/BAM [LAgrimonti@briggs.com]; Ross McCalib, Laureen GRE-MG [lrossmccalib@GREnergy.com]; Poorker, Craig GRE-MG [cpoorker@GREnergy.com]

Scott – As I mentioned to you previously there are a few minor changes that I have identified through my review of the DEIS. Below is a list of those changes. If you need any clarification of the changes please don't hesitate to call me. Thanks

- 255a • Page 2-1 – Figure 2.3-1 – The Bemidji Project is not shown on the map
255b • Page 2-6 – Section 2.10 – The schedule references a Route Permit by Jan 2010, this should be moved to June 2010, Project complete is scheduled for 3Q 2013
255c • Page 4-2 – Figure 4.3-1 – Hazel Creek to Minnesota Valley will be built to 345 kV but operated initially at 230 kV
255d • Page 4-3 – Figure 4.3-4 – Voltages are referred to as 375 instead of 345 kV
255e • Page 5-1 – Section 5.2 – Should be 150' instead of 180' of ROW
255f • Page 6-6 – Figure 6.2.1.1-1 – The depiction of the single circuit pole on the far right does not match the bar chart above. The chart should be flipped so the greater numbers are on the conductor side.
255g • Page 6-7 – Figure 6.2.1.2-2 – Helena to Lake Marion should be 1006 amps, Lake Marion to Hampton should be 355 amps
255h • Page 7-61 – Final Paragraph of the page - ...there is a home and a shed located very near to the road along the south (should be north)

255i Finally, I noticed that the maps included in the DEIS did not depict the wider route that the Applicants requested in their Route Permit Application. These areas include the following:

- South Dakota Border – Wider route on both the Preferred and Alternate Route along the Minnesota, South Dakota border.
- South of Marshall – Wider route in the Lynd area
- Northwest of Redwood Falls – wider route along the Alternate Route
- South of Franklin – Wider route crossing the MN River south of Franklin
- Highway 169 crossing in Le Sueur
- Wider Route Area in North Helena Substation Area
- West of Lake Marion – Wider route entering the Lake Marion substation from the west
- Along I-35 – wider routes that follow I-35 and east of I-35 along Pillsbury

Dan Leshner
Land Rights
Great River Energy
12300 Elm Creek Blvd
Maple Grove, MN 55369
Direct: 763-445-5975 / fax: 763-445-6775 / cell: 612-817-9910
www.GreatRiverEnergy.com
www.capx2020.com

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255a.

The source of Figure 2.3-1 was the Great River Energy and Xcel Energy Application to the Commission for a Route Permit for the Brookings County-Hampton 345 kV Transmission Line Project. The caption for this figure should be corrected to read "Three of the four new proposed HVTLs." Maps of the Bemidji Project can be viewed on the CAPX2020 website at: <http://www.capx2020.com/Regulatory/State/Minnesota/bemidji-gr-route-permit-app.html>.

255b.

The following corrections apply to section 2.10:

Minnesota Route Permit.....June 2010
Project completion.....Third Quarter 2013

255c.

This figure has been updated, see Appendix B
FEIS ID#255

255d.

This figure has been updated, see Appendix B
FEIS ID#255

255e.

The following correction is applied to the second paragraph in Section 5.2:

“For these transmission lines, the applicants would have to acquire an 80 to **150**-foot-wide ROW easement to accommodate the proposed 345(kV) transmission line.”

255f.

The figure has been updated, see response to FEIS ID#1c.

255g.

The figure has been updated, see response to FEIS ID#1c.

255h.

The following correction is applied to the final paragraph on page 7-61:

“In this area, it should be noted that there is a home and a shed located very near to the road along the *north* side.”

255i.

The applicants requested route widths are shown on maps FEIS ID#255a-255g in Appendix C



November 25, 2009

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

Re: CAPX2020 Alignment in the vicinity of Airlake Airport

Dear Mr. Ek:

The Metropolitan Airports Commission (MAC) reviewed the proposed alignment options for the CAPX2020 Transmission line in the vicinity of the Airlake Airport which is located at 8140 220th Street West, Lakeville, MN 55044. The proposed alignments of Alternatives 6P-01, 6P-04 and 6P-05 are within approximately 2,500 feet of the approach end of Runway 12 and as currently proposed, are presumed to be a hazard to air navigation.

Airlake Airport is owned and operated by the MAC. The Airport has one runway (12-30) that is 4,098 feet long and 75 feet wide. There is an ILS instrument approach to Runway 30 and a VOR or GPS instrument approach to Runway 12. The facility has 158 single engine and multi-engine aircraft based at the field that conduct over 39,000 annual operations.

257a Section 7.6.4.9 of the Draft Environmental Impact Statement discusses some of the potential mitigation measures, however the MAC does not concur with the listed height of 108 feet. In two separate letters from the Federal Aviation Administration (FAA), to Devang Joshi, Great River Energy, both dated 09/01/2009, the FAA indicated that for proposed Transmission Line 39A any height exceeding 78 feet above ground level (AGL) and for Transmission Line 40B, any height exceeding 94 feet AGL "will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation."

The MAC believes the statement in Section 7.6.4.9, limiting the top of structures to no more than 1,210 feet MSL, is in error. Federal Aviation Regulation Part 77 defines Obstructions Affecting Navigable Airspace. Additionally, Minnesota Rules, Chapter 8800.1200, Criteria For Determining Air Navigation Obstructions, also defines obstructions to air navigation.

Given the known location of the Airlake Airport, any transmission towers located on an approach path or within the distances defined in the above referenced documents should be explicitly limited in height based on FAA airspace analysis, appropriately lighted and transmission lines should have

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257a.

Comment(s) noted. Page 7-174, paragraph six, Section 7.6.4.9 of the DEIS should be amended as follows:

Replace "The new proposed route alternatives 6P-01, 6P-04 and 6P-05 pass within 3,680 feet of the approach end of runway 12. At this distance, tower heights would be limited to 108 feet in order to not impinge upon the approach airspace. " with "The new proposed route alternatives 6P-01, 6P-04 and 6P-05 pass within 2,500 feet of the approach end of runway 12, as determined by the Metropolitan Airports Commission. As currently proposed these alternative routes are presumed to be a hazard to air navigation. At this distance, any tower heights that exceed 94 feet above ground level (AGL) would result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

Based on FAA airspace analysis limiting the height of the transmission towers to a maximum of 94 feet AGL when located within the distances described above the route alternatives 6P-01, 6P-04 and 6P-05 could not be safely designed to meet both the FAA height restrictions and minimum height restrictions of the National

safety balls installed to help prevent potential accidents. The MAC requests your consideration of the above information as part of your alignment selection process.

I appreciate the opportunity to comment on the proposed CAPX2020 alignment. If you have any questions, please contact me at 612-726-8134.

Sincerely,



Roy Fuhrmann
Director of Environment
Metropolitan Airports Commission
6040 28th Ave. South
Minneapolis, MN 55450

Electric Safety Code (NESC) in there area described. If constructed above ground, these alternative routes would create safety hazards to both air navigation and existing infrastructure/ commercial space in the area."



Minnesota Field Office
1101 West River Parkway, Suite 200
Minneapolis, MN 55415

Tel (612) 331-0700
Fax (612) 331-0770

nature.org

November 23, 2009

Mr. Scott Ek
Minnesota Office of Energy Security
85 Seventh Place East, Suite 500
St. Paul, MN 55101-2198

Re: Draft EIS of the Brookings to Hampton 345 kV Transmission Line Project

Dear Mr. Ek:

Thank you for the opportunity to comment on the draft Environmental Impact Statement of the proposed Brookings to Hampton Transmission Line Project. The Nature Conservancy appreciates the care and diligence put into the draft EIS. The detailed information, maps, and data were very helpful to us in reviewing the proposed line.

The mission of The Nature Conservancy is to preserve the plants, animals and natural communities that represent the diversity of life on Earth by protecting the lands and waters they need to survive.

Tallgrass prairie once covered about one-third of Minnesota or approximately 18 million acres. The Minnesota Biological Survey has spent the last 20 years inventorying prairie and other habitat remnants and has found that only 169,500 acres of the original prairie still survive.

258a The Public Utilities Commission has adopted wind turbine siting guidelines relating to native prairie in Minnesota. In the mitigation sections of the EIS, we encourage you to include a requirement that all transmission lines and associated facilities follow these guidelines as well.

258b We further note that both the preferred and alternate routes potentially impact Minnesota County Biological Survey sites, notably at the Minnesota River crossings, Granite Falls, and potentially the eastern terminus. We encourage you to include a requirement in the mitigation section for coordination with, review by, and approval of the Minnesota Department of Natural Resources for any potential impacts on County Biological Survey sites, regardless of whether or not it is a protected species under law.

Thank you for the opportunity to comment on this important matter.

Sincerely,

Margaret Ladner
State Director

CC: Randall Doneen, MN DNR

258a.

Section 6.12 and 6.13 (Flora and Fauna and Rare and Unique Natural Resources, respectively) of the DEIS discusses native vegetation and threatened habitats within or near the proposed project boundaries. The DEIS states, "Because MCBS and DNR-listed natural communities and animal assemblages are areas known to be capable of supporting rare and unique species, the placement of structures within these areas should be avoided or minimized by spanning them to the extent possible. Where structure placement cannot be avoided within areas of documented rare resources, a biological survey should be conducted to determine the presence of rare species or suitability of habitat for such species and coordination would occur with appropriate agencies to avoid and minimize impacts."

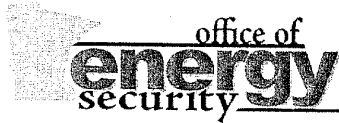
Additional mitigation measures would likely be a condition of a route permit if issued by the Commission. Depending on the final location of the project, permit conditions could include, but not be limited to, provisions such as a pre-construction inventory of existing biological resources, native prairie, state listed and threatened species and wetlands in the project area; practices that may be taken to implement

and minimize impacts to federal- and state-listed species and rare or sensitive habitat in the project area; preparation of a prairie protection and management plan; and consultation with the DNR and other relevant agencies.

258b.

(See response to FEIS ID#258a)

Nov 30 09 03:57p Sioux Nation Marshall 5075323716 p.1



85 7th Place East, Suite 500, St. Paul, MN 55101-2198
main: 651.296.4026 rty: 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 E. Josephson - Supervisor, Woodland Twp.
Address: 1216 25th Rd #8
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.

As Township supervisor I have received several calls with comments from the citizens & represent. Some of them are:

- 260a *1) Interruption of service for cellphone and internet service which includes the service used by our Twp.!*
- 260b *2) Concerns of stray voltage affecting the production of the dairy and livestock owned by the producers along the alternate route.*
- 3) Lack of information available to the citizens living along the alternate route before the end of the comment period*
- 260c *4) Concerns for the welfare of wildlife in the public preserves and disturbing the aesthetics of same!*

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>.

Comments are still coming to me!

Signature: David E. Josephson Date: 11-30-09

260a.

(See response to FEIS ID#4a)

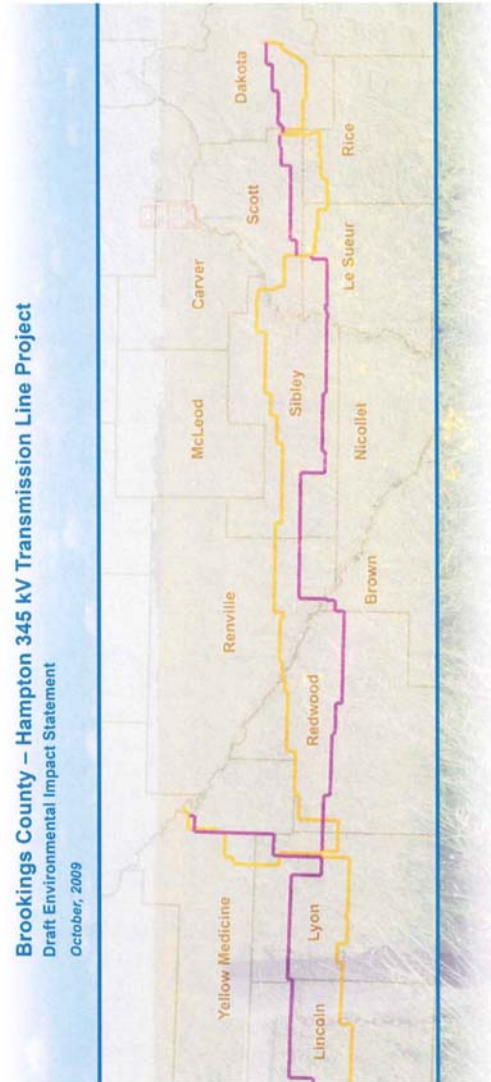
260b.

(See response to FEIS ID#8a)

260c.

Section 6.10 (Recreation) of the DEIS discusses the potential impacts and mitigation methods regarding various different recreation resources that may fall within the proposed project boundaries. Wildlife could be impacted in the short-term within the immediate area of construction. Additional information on the potential impacts to wildlife are described in Section 6.12.2.2 of the DEIS.

Comments on Brookings County - Hampton Draft Environmental Impact Statement



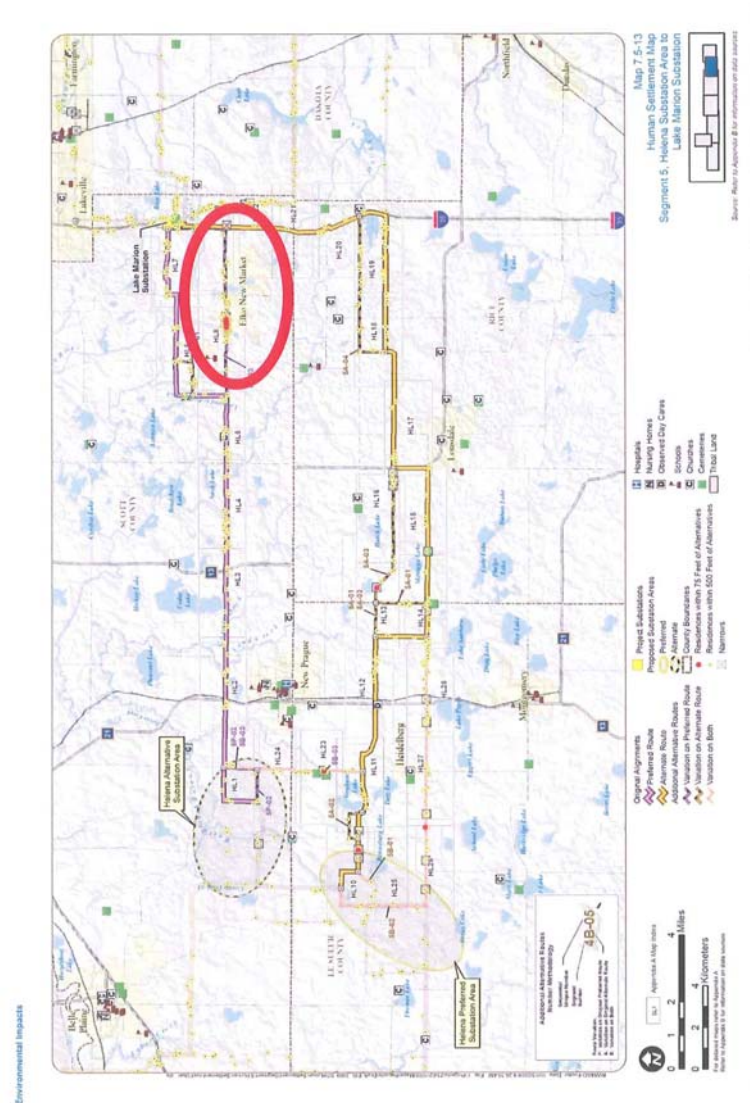
261a.

Most of the comments in the city of Elko New Market November 11, 2009, comment letter repeat and highlight information from the DEIS to essentially argue why Route Alternative 5P-03 is a poor option. The DEIS and the FEIS are not decision making documents. A specific route and/or substation location(s) will not be identified in the DEIS or FEIS. The Commission will make a decision on the final route permit in spring 2010.

However, there are several specific comments regarding "Effects to Human Settlement" in the Powerpoint presentation attached to the November 11, 2009 letter that do address information the City of Elko New Market believes is missing from the DEIS.

261b.

The DEIS did not attempt to compile and evaluate the impacts of all planned or potential residential and commercial development along all proposed routes along the 230-mile plus project. Likewise, the DEIS did not attempt to inventory all non-residential buildings along all the potential routes. These buildings however, although not specifically called out, can be easily seen on the maps. Further, as noted in



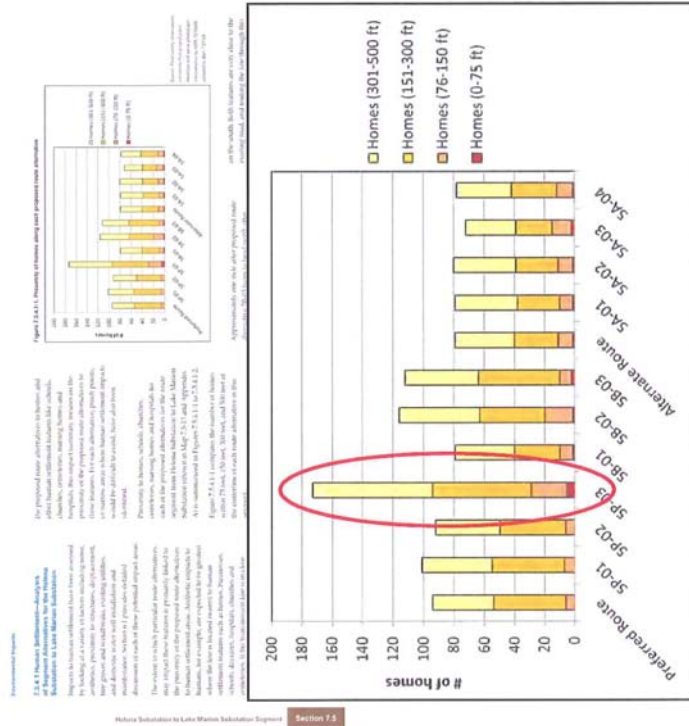
one of the slides in your comment letter, the DEIS does point out how congested the area is through Elko New Market, likely requiring difficult engineering or underground options to be required through this area. Please also see the discussion of “Problematic Route Segments” in Section 1.0 of the FEIS.

261c.

OES carefully reviewed the “unconsidered properties” map provided in the City of Elko New Market’s comments. Although the map resolution does not allow detailed evaluation of each building cited, our review indicates that most of the residences indicated in the comments are shown in Figures HL8 and HL9 in Appendix A of the DEIS, and were included in the evaluation completed for the DEIS. Based on comments provided during the public comment period, house locations were reviewed for the FEIS. The updated house counts (modified slightly from DEIS) and the methods used to produce these data are provided in Appendix F. Comments from the City of Elko New Market do indicate a cemetery along the route that is not included on the DEIS map.

Effects to Human Settlement

- More than 170 homes will be impacted
- Nearly 60 more homes than the next highest alternative



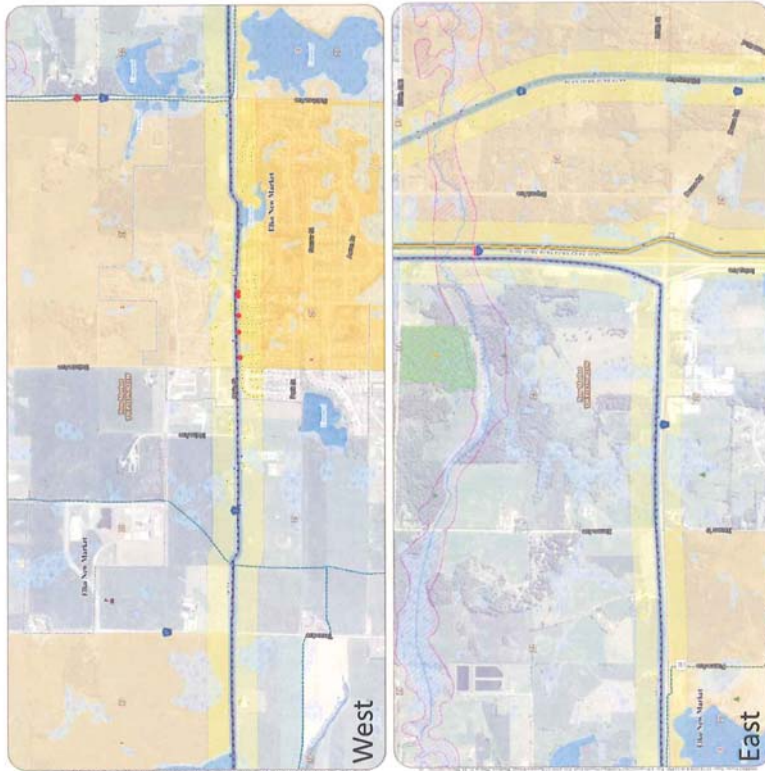
261d.

Businesses can also be considered recreation areas. The source for GIS data and the categories of data are provided in Appendix B of the Draft EIS. The location of recreation areas was largely based on data provided by the DNR, supplemented by field review.

261e.

Contrary to the comment, OES carefully considered the City of Elko-New Market's May 8, 2009 letter. While some of the issues may not have been addressed in the DEIS at the high level of detail requested in the letter, they were addressed. Specifically, the following issues raised in the September 9, 2009 letter were addressed in the DEIS:

1. **EIS content** - The OES prepares the EIS pursuant to Minnesota Statute 216E and Minnesota Rules 7850.1000 to 7850.5600. Minnesota Rules, Chapter 4410 procedures do not generally apply to this EIS for this project except for the EIS content requirements in 4410.2300.
2. **Route Description** - Section 7.5 of the DEIS addressed these concerns in detail with regard to the segment in question.



Effects to Human Settlement

- Potential impacts fail to consider existing plans for future development

- Assisted living (117 units)
- Scott County HRA senior housing (36)

- Businesses are not considered

- At least 23 businesses including a marketplace, newly opened Post Office, and 10 acre subdivision

- Impacts to homes, churches, cemeteries, recreation areas and public facilities were underestimated

261a

261b

3. **Environmental Setting** – Sections 6.0 and 7.5.2 of the DEIS
4. **Flora and Fauna /Biotic Resources** – Section 6.12 of the DEIS
5. **Wetlands, surface waters and Watercourses** – Section 6.11 of the DEIS
6. **Habitat, Critical Habitat, Rare and Unique Resources** – Section 7.5.4.13 of the DEIS
7. **Socioeconomics and Human Settlement** – Sections 6.1 and 7.5.3 of the DEIS, and 7.5.4.1 of the DEIS, respectively
8. **Land Use and Compatibility/Land Based Economies** – Sections 7.5.4.7 and 7.5.4.8 of the DEIS, respectively
9. **Transportation, Public Services, Future Planning** – Section 7.5.4.9 of the DEIS
10. **Historic and Archaeological - Sites** Section 7.5.4.6 of the DEIS
11. **Property Values** - Section 6.5 of the DEIS
12. **Aesthetics and Recreation** - Sections 6.5, 6.10 and 7.5.4.10 of the DEIS

Effects to Human Settlement

Unconsidered properties

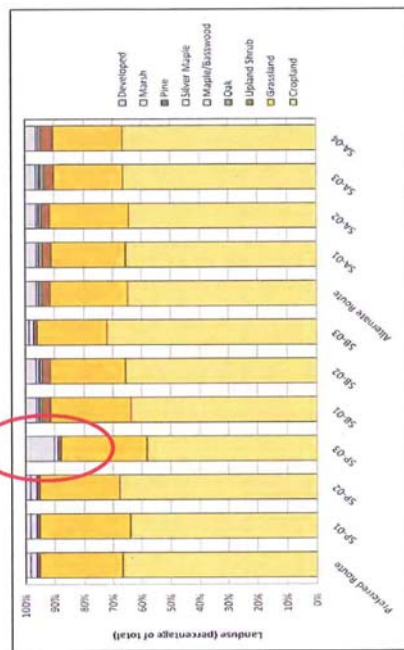


- Residential (6)
- Businesses (24)
- St. Nicholas Church
- Cemetery
- City Hall
- Recreational Ballpark
- City Hall performs community services and houses emergency response facilities and a fire station
- Ten acres of commercial lots with infrastructure will be impacted
- Elko Speedway was classified as a recreation area, but is a business that is incorporated into the 2030 Comprehensive Plan

Effects to Human Settlement

- A portion of the route will pass within ½ mile of Eagle View Elementary School
- 5P-03 will have a greater proportional effect to developed land than any other proposed route

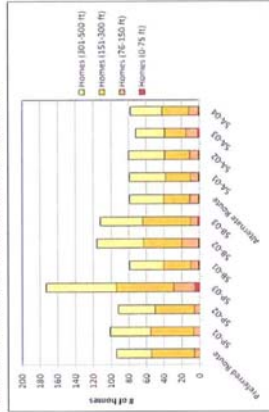
Figure 7.5.4.7-1. Land cover ~~types~~ along each route alternative



Effects to Human Settlement

- Underground installation may hide the transmission lines
- Road corridors are crowded with existing utilities:
 - communications, water, etc.
- Any underground installation must be deep and insulated enough to prevent electro-magnetic field from affecting these existing utilities
- The construction process may result in the disruption of these services

Figure 7.6.4.1-1. Proximity of homes along each proposed route alternative



Approximately one mile after proposed route alternative 5B-03 turns to head north after leaving the Helena Substation, a pinch point has been identified where a house is located on the west side of the road and a church is located to the east (Map 7.5-13 and Appendix A). Both structures would be within 75 feet of the proposed centerline. Another pinch point has been identified along proposed route alternative

The ROW on either side of the road. A third pinch point is encountered where proposed alternative 5B-03 runs through Elko New Market. The line runs close to number of homes and businesses and may encounter space constraints that require undergrounding or other mitigation measures.

Along the Alternative Route and associated route alternatives, except for 5B-03, the line is proposed to run through a narrow area where a house is located on the north and a cemetery is located

on the south. Both features are very close to the existing road, and routing the line through this area may require displacement or the removal of trees from the cemetery.

Figure 7.6.4.1-2 compares the number of schools, churches and cemeteries for each of the proposed alternatives for the route segment. No nursing homes or hospitals are located within 500 feet of any proposed route centerline along this segment.

No schools are located within 500 feet of any of the route centerlines. Few churches and cemeteries were encountered within 500 feet of any of the route centerlines. At most, one church and one cemetery are located within 500 feet of the proposed route centerlines.

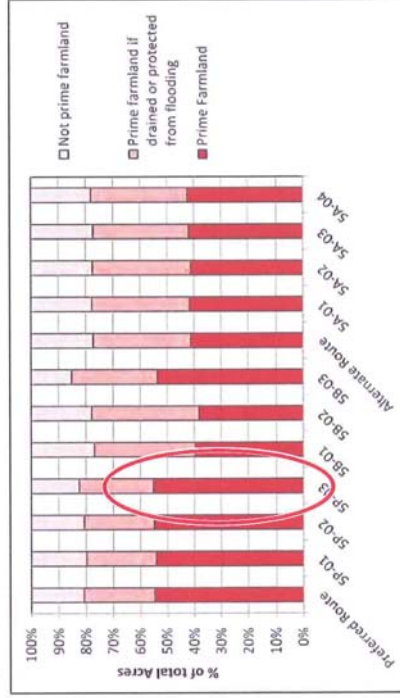
Mitigation

General mitigation measures to minimize impacts to human settlement are discussed in Section 6.1. Within this route segment, impacts to human

Effects to Prime Farmland

- 5P-03 affects the highest proportion of prime farmland
- If lands were drained, the corridor would impact the second greatest proportion of all the alternatives

Figure 7.5.4.8-1. Farmland and non-farmland within ROW of proposed route alternatives



Effects to Cultural Resources

- Only two known archaeological sites are along this route
- At least nine inventoried properties must be assessed for National Register of Historic Places eligibility
- One property is within 1/2 mile of 5P-03 corridor
- Eagle Valley Elementary School within 1/2 mile
- These numbers only represent what is known
- Area must be surveyed for other sites and buildings that may need consideration
- One more National Register property within 1/2 mile is included in this chart

Figure 7.5.4.6-1. Number of archaeological sites along proposed route alternatives

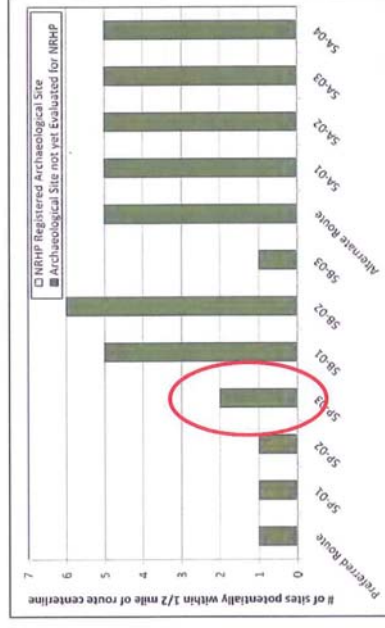
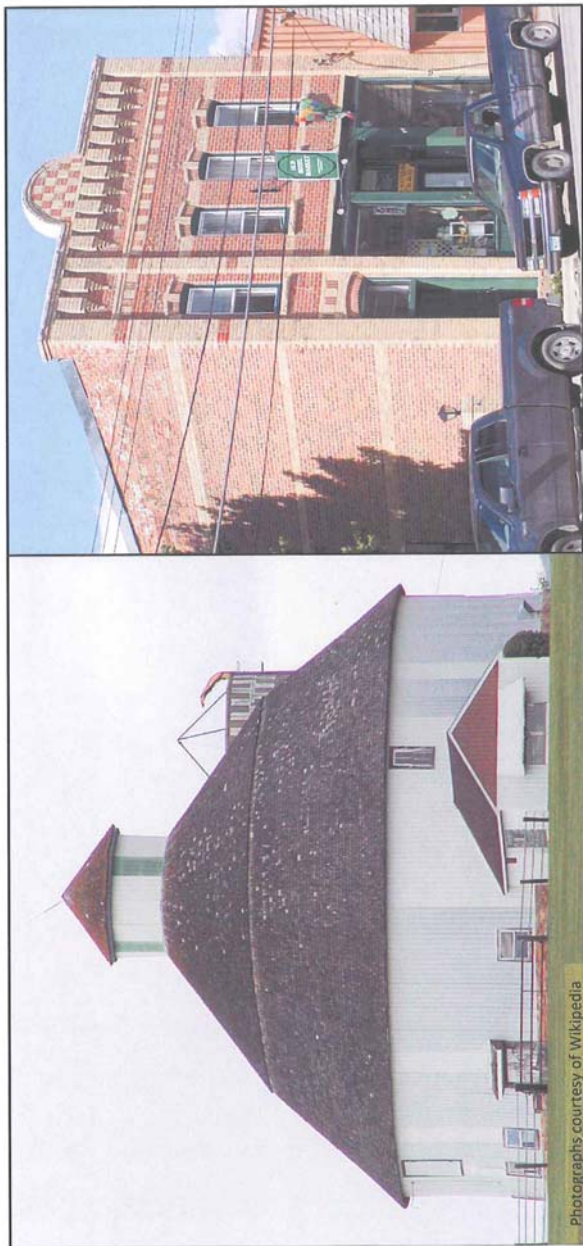


Figure 7.5.4.6-2. Number of historical architectural sites along proposed route alternatives



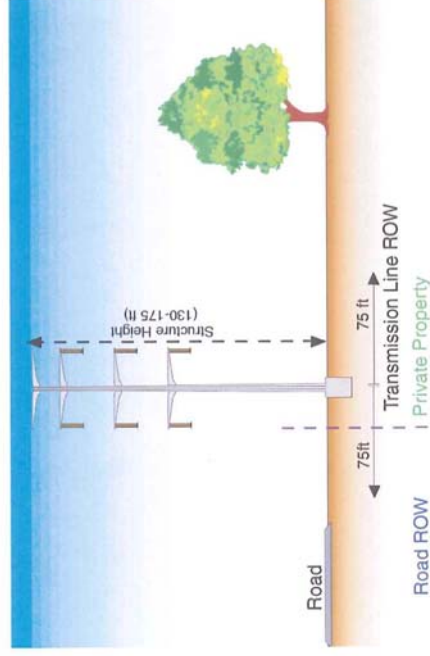
Effects to Cultural Resources



- Significant visual impacts to the Kajer Farmstead and the New Market Hotel and Store
- Right-of-Way needs may require removal of the New Market Hotel and Store

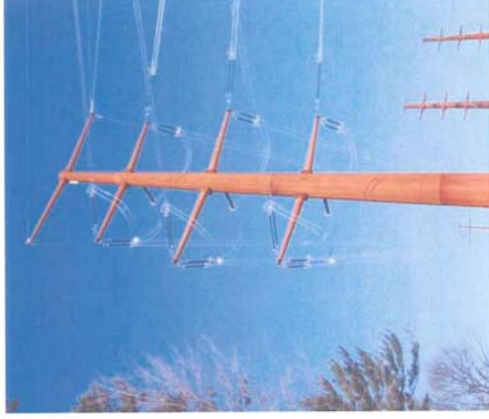
Community Cohesiveness and Long-term Planning

- Large towers will create a negative and conspicuous division between areas to the north and south
- 150 feet of right-of-way will severely limit parts of the 2030 Comprehensive Plan
- 5P-03 places more than 14% of Elko New Market homes within 500 feet of the transmission line
- Impacts to other aspects of the city require greater consideration
 - Businesses, Historic Properties, recreational areas
- Communications towers at City Hall control emergency services as well as daily City operations
- The economic viability of the city will be compromised



Conclusion

- The City of Elko New Market does not support 5P-03 as an alternative route for the Brookings County – Hampton transmission line
- Mr. Ek, please review the comments that were submitted, many have not been addressed in the Draft Environmental Impact Statement



Unless otherwise noted, the materials visualized here were originally printed in

"Brookings County – Hampton 345 kV
Transmission Line Project, Draft Environmental
Impact Statement"
October, 2009



November 11, 2009

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

RE: City of Elko New Market Comments on Draft EIS
Brookings to Hampton 345 kV Transmission Line
Route Alternative 5P-03

Dear Mr. Ek:

The City of Elko New Market has reviewed and prepared comments on the Draft EIS relative to the above-referenced route. The City returns the following overall findings:

- Profound negative Human Settlement impacts are reported for the route and the impacts are greater than for other routes.
- Most of the impacts of the route are under-reported.
- Many important impacts were not even considered.

The City submitted information dated September 8th that it requested be considered during preparation of the EIS. It appears the information was not given due attention in the Draft document. The information and cover letter is being resubmitted and is herewith attached. We ask it be placed in the official comments record and again ask it be fully considered during completion of the EIS to ensure all impacts are recorded.

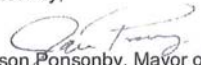
Also attached is a hardcopy of a Powerpoint slideshow that briefly highlights the City's primary concerns. Time permitting; we will present this information at the Public Information Meetings and Hearing. We ask that this too be placed in the record.

The City remains staunchly opposed to Route Alternative 5P-03. We view the Human Settlement and other impacts to be intolerably destructive to the vitality of our community. We also believe no reasonable and satisfactory mitigative measures are available. We ask that this Route Alternative be immediately dropped from further consideration.

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261e

As before, Staff members and I are available to discuss or answer questions about our comments at any time. Please call Mark Nagel at 952-461-2777 when following up on this matter.

Sincerely,



Jason Ponsonby, Mayor of Elko New Market



September 8, 2009

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

RE: Elko New Market Position and Issues of Concern
Brookings to Hampton 345 kV Transmission Line
EIS Scoping Document Alternative Route P-SCT-007 (Johnson)

Dear Mr. Ek:

The City of Elko New Market is adamantly opposed to the selection of the above-referenced route through the City's downtown. The City herewith requests the alternative be dismissed as an alternative route. Enclosed for your review are issues of concern our staff has identified regarding the proposal. We have developed these issues with deep resolve that a hard look must be taken at the potential negative impacts to our human and natural environment. We have outlined our concerns and recommendations for further study if this alternative is selected to move forward in the process.

We hope that you and other reviewers take into account the in-depth analysis our staff has prepared and will require the careful examination of the negative and significant adverse effects this alternative would have on our community if implemented.

Staff members and I are available to discuss or answer questions about our comments at any time. Please call Mark Nagel at 952-461-2777 when following up on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Ponsonby".

Jason Ponsonby, Mayor of Elko New Market

**City of Elko New Market
Environmental Impact Statement Scoping Decision Comments
Brookings to Hampton 345 kV Transmission Line Project**

The Minnesota Public Utilities Commission is requiring an Environmental Impact Statement (EIS) for the alternative routes for the Brookings to Hampton 345 kV transmission line project. It is the belief of the City of Elko New Market that this project will have adverse environmental impacts to the municipality and recommends this alternative be removed from consideration.

In Minnesota Statutes, section 116D.04, subdivision 2A spells out the primary purpose of the Minnesota environmental review program is to prepare an Environmental Impact Statement for each project with *"potential for significant environmental effects"*.

The EIS provides information about the extent of these potential environmental impacts and how they may be avoided or minimized. Intended primarily for government decision-makers who must approve the project, the information is used by the proposer and the general public as well.

Previously the rules required that every impact, even if minor, be addressed to some extent in the EIS. The 1997 rule amendments modified this requirement so that only potentially significant impacts need to be addressed (at part 4410.2300, item H; see also part 4410.2100, subpart 1 and part 4410.2800, subpart 4, item A).

Another 1997 revision (at part 4410.2300, item H) clarifies the level of detail and effort for each topic. The rule states that the importance of the impact and the relevance of the information to choices among alternatives and selection of mitigation should dictate the amount of information presented; and the RGU is to consider the cost of obtaining the information compared to its importance and relevance when deciding what information should be included and how it should be obtained. The RGU should be willing to spend more for the information most needed for project decisions.

The purpose of scoping is to streamline the document, to identify only potentially significant and relevant issues and to define alternatives (part 4410.2100, subpart 1).

The City of Elko New Market comments/responses will only address those areas of the environmental review process which we deem have significant environmental effects to the municipality and its environs. The following comments are based upon a hard look at the aspects of the EIS alternative Brookings to Hampton that impacts the municipality.

Background Information: Route Description

This alternative route begins at Jonquil Avenue and East 260th Street and heads east along 260th (Scott County CSAH 2) through Elko New Market to Interstate 35. This route parallels 260th Street in which it bisects the City of Elko New Market into north and south sections. This alternative will negatively impact residences, commercial businesses, and municipal infrastructure in and immediately adjacent to the 260th Street (CSAH 2) right of way, including the downtown business district. The built-up area extends approximately ½ mile north and 1 ½ miles south of 260th Street.

Affected Environment, Potential Impacts, and Mitigate Measures

Environmental Setting: Elko New Markets Comprehensive Plan Chapter VII-Natural Resources describes the importance natural resources to the viability of maintaining a quality of life for its citizens and keeping a balance between nature and the public resources. Elko New Market is fortunate to be the home to headwaters (or tributaries) of four watersheds, the Vermillion River, Credit River, Sand Creek (via Porter Creek and Duck Creek), and a portion of the North Cannon River. Whispering Creek, which traverses the City, is a Minnesota Department of Natural Resources Protected Water. Of extreme importance to the municipality is the Vermillion River, in which the river is a designated trout stream further downstream, but the river provides an outlet for the Elko New Market wastewater treatment facility.

Three priority natural areas were identified for protection and management within the New Market Township. Highest in ecological importance are the communities of a high quality oak forest, oak woodland, wet meadow, and wet prairie along the Vermillion River. Along Duck Creek is the second highest area which includes oak forest, oak woodland, and several types of wetland communities. The third area contains oak forest and cattail marshes.

Many biotic zones of natural habitat are found within the corporate limits of the City of Elko New Market. Cattails marshes are found along with mixed emergent marshes are located within the City limits. Also, open-water wetlands are found within the corporate limits. Oak forests of the dry subtype and oak woodland-brushland inhabit areas of the municipal landscape.

Shrublands, woodlands maybe found on the outskirts of the city. In fact, on the northern city limits can be found a floodplain forest along a linear waterway.

These habitats are home to many various species of flora and fauna. These areas are to be protected for future generations of Elko New Market citizens to enjoy natures best. The City's comprehensive plan discusses the protection of natural habitat and its place in long range planning for future growth and development. The natural resource areas within the City and adjacent to the City are an incentive for the Community to retain its small city atmosphere. To have these natural zones destroyed or impacted would be quality of life issue for the Citizens of Elko New Market, but also the travelers along CSAH 3 and Interstate 35.

We recommend the EIS document evaluate the impacts of the biotic resources within and near the City of Elko New Market through the following means:

- Names and locations of water bodies or watercourses the action would affect.
- An analysis of impacts and their consequences on common and unique biotic resources this alternative would cause.
- Does the affected habitat represent a small percentage of a particular habitat type commonly found in the affected area?
- Does the habitat affected support a limited number of biotic resources commonly occurring in the affected area?
- Is the affected habitat critical to the area's ecological stability?

- Does the affected habitat support species or populations not commonly found in the affected or surrounding area?
- Does the affected habitat comprise a large percentage of a particular habitat type occurring in the affected or surrounding area?
- Will the project permanently remove the affected area's biotic community from a portion of the habitat it currently uses or will the community leave the affected leave the affected habitat for a long term (i.e., 8-10 years)?

This research should be developed to discuss the resource importance and its impacts. The description of the significance of the affected biotic resources, should address the following issues:

- The species or communities the action would destroy or displace;
- The importance of affected species or communities to the impacted area;
- The species' range; and
- The locations of sites significant to those resources (e.g., breeding or nesting areas) relative to the location of the alternative being considered.

Socio/Socioeconomic Impacts: The former Cities of Elko and New Market, as well as the recently consolidated City of Elko New Market have a long history of recognizing CSAH 2 as the "gateway" to the community, particularly since the construction of Interstate 35 in the 1960's. In this regard, the City's Comprehensive Plans and periodic updates specifically identify CSAH 2 corridor as an important community focal point. Efforts to visually improve the corridor have already taken place. Aside from recent physical improvements to CSAH 2 (particularly in downtown New Market area), the city has created zoning districts intended to ensure that future development along the corridor will be of a high architectural quality. The allowance of a transmission line along the corridor directly contradicts the City's long standing policy to establish CSAH 2 as a visually appealing community amenity.

The transmission line route depicts that there would be conductors over 14 existing occupied buildings and residences on the north side and 20 on the south side; if a shared right of way approach was used as implied by the routing suggestion, requiring extensive relocation of residents and businesses. This 150-foot wide right of way would completely alter the small town historic look and the ambiance of a small community, in which the City has embraced and sought to embellish over the years.

CSAH 2 represents not only a high volume vehicle corridor, but a regional trail corridor as well (See Scott County and Elko New Market and Trail Plans). A high transmission line would not enhance the walking or riding experience to the users of the trail.

Metropolitan Council member representing District 4, Jules Smith stated: "*Extending a sewer interceptor to Elko New Market makes a tremendous amount of economic sense for the communities and for the region. It's a long-term solution for the growth that's inevitable for communities so close to a corridor like I-35*".

Planning is critical for this city as growth is expected to accelerate in the coming years. The Metropolitan Council forecasts that the merged cities will have a population of 5,700 in 2010 and 20,800 in 2030. In fact the transportation element of the Comprehensive Plan related to the 2030 traffic conditions calls for some rather dramatic action in the future, such as:

- I-35 is anticipated to be congested north of CSAH 2.
- The CSAH 2 two-lane bridge over I-35 and interchange ramps will need to be improved to accommodate local and regional traffic growth.
- Due to congestion on I-35, travelers will seek alternative routes to reach their destinations, which will impact other roadways near the City.
- The City of Elko New Market is currently bisected East/West by CSAH 91, with having the transmission line bisect the City North/South will only exacerbate the cohesiveness of the Community.

As one can see there is anticipated growth for the City, while at the same time the City is attempting to keep its small town character. It appears the transmission lines will impact the visual quality of the city, disrupt community cohesion, impact quality of life, potentially have a devastating impact of the economic vitality of the City and shred the visions of the long range planning effort.

The City of Elko New Market requests that a Socio and Socio Economic Impact Study be conducted as part of EIS analysis. These studies should address health and safety risks to children; moving of homes or businesses; dividing or disrupting established communities; changing transportation patterns; disrupting orderly planned development; or creating a notable change in employment. The study should minimally include:

- The individuals and families (e.g. numbers and characteristics) this project would displace.
- The effects of the displacement on the neighborhood and housing to which displaced people are likely to move, including information on the capability of the neighborhood to provide adequate relocation housing for the families this project would displace. If needed, the environmental document should describe any special relocation advisory services available for interpreting benefits or other assistance available for non-English speaking minorities.
- The businesses an action would displace.
- The affects of moving the businesses to other areas. Include information on the area's abilities to provide replacement or new buildings or other features associated with the affected businesses. This too could have an impact on non-English speaking minorities.

These studies are attempting to gauge the social impact and what will be the *effect Issues*. The following are a limited example of Social Impacts and Effect Issues:

Social Impact

- People must relocate because the project will take their land.
- People will receive health and safety risks from transmission lines.

Effect Issue

- Disruptions will occur to familial and friendship pattern problems.
- Inadequate compensation for relocating (real or perceived).
- Psychological ties to property will be destroyed.
- Individual adjustment problems.
- Tourists will avoid the area.
- Property will lose value.
- Current residents will out migrate.
- Stress and other psychological disturbances will occur.

Community Cohesion is an important aspect of this study. Community cohesion refers to the quantity and quality of interactions among people in a community, as indicated by the degree residents know and care about their neighbors and participate in community activities. It reflects the value of having nearby friends and acquaintances with whom a person can interact regularly and provide physical support if necessary.

Human happiness requires a balance of material wealth and non-material goods such as friendship, security and purpose. As people become wealthier, the relative value of nonmaterial goods tends to increase. According to Professor John Helliwell a life satisfaction expert and studies within Canada and the United States, "The single biggest factor (into why people are happy) is the extent to which people think their neighbors can be trusted.... Your income is an important determinant of happiness, not a huge one, but statistically important (but) it's being offset by other features of life.... Cities home to established neighborhoods will tend to have pretty satisfied residents. Neighborhoods that work, in the sense of producing trusting neighbors, are ones where they spend a lot of time with each other, thinking about each other and doing things with each other. In places where that are natural or easier to achieve, it happens more readily".

Transportation and land use planning decisions can affect community cohesion by influencing the location of activities and the quality of the *public realm* (places where people naturally interact, such as sidewalks, local parks and public transportation) and therefore the ease with which neighbors meet and build positive relationships.

Community cohesion provides both direct and indirect benefits. Many people value knowing their neighbors and having nearby acquaintances and friends. Increased neighborly interactions can help reduce local crime and poverty, provide support and safety, and increase property values (Community Cohesion, 2009). Various studies connected in suburban and Urban Communities indicated increased friendly interactions reduce depression, suicides and illness (Lucy and Phillips; Hillier and Sahbaz, 2006, CIFAR, 2007, Yates, Thorn & Associates, 2004). Increased community cohesion can also help increase personal security, allowing people (particularly vulnerable residents such as seniors and people with disabilities) more safety and opportunities to exercise and participate in social activities (Bray, Vakil and Elliot, 2005). McDonald (2007) found that higher rates of children walking to school in more cohesive neighborhoods, after controlling for other factors such as income and land use.

Transportation and land use planning decisions affect community cohesion in various ways. Residents of lower traffic volume streets, cul-de-sacs streets and stable neighborhoods are more likely to know and interact with their neighbors than residents of other street and neighborhood conditions.

The City of Elko New Market requests as part of the Socio and Socio Economic Study that the effects of the 150 foot transmission right of way on the Community Cohesion of the City. Factors discussed in the above paragraphs should be taken into account preparing this section of the study.

The Social and Socio Economic Study should also address the *Visual Impact of the Transmission Line project*. Visual effects are found in the environmental analysis under the criteria of Esthetics. *Esthetics is the science or philosophy concerned with the quality of visual experience*. When scoping visual impacts questions should be asked under five main headings:

1. Project Characteristics: What will the Transmission lines look like? What do they entail?
2. Visual Environment of the Project: Need to identify and differentiate the visual. Environment of the project within the meaning of "affected environment" and "human environment".
3. Significant Visual Resource Issues: Visual quality of the downtown district and the environment, both natural and human that are associated with these scenes.
4. Significant Viewer Response Issues: Residential and recreational viewer groups will be concerned about the impacts of the transmission line on their visual environment. Others groups may have concerns of the visual impacts on cultural resources, such as historic sites.
5. Visual Impacts and Impact Management: This analysis is focused on mitigation strategies, such as avoiding, minimizing, and reducing impacts.

The City of Elko New Market requests a visual impact study be conducted on the transmission route using the categories of FHWA-HI-88-054, Visual Impact Assessment for Highway Projects as the foundation of the study.

Cultural Resources: Minnesota has legislative requirements for the treatment of Historic, Archaeological and cultural resources. The primary laws and rules that impact this project are: Minnesota Field Archaeology Act, 1963 (M.S. 138.31-138.42), Minnesota Private Cemeteries Act, 1975 (M.S. 307.08), Minnesota Historic Sites Act, 1965 (M.S. 138.661-138.6691), Minnesota Rules, Chapter 4410.4300 Mandatory EAW Categories, and Minnesota Environmental Protection Act (MEPA) of 1973 (M.S. 116D.01-116D.11), and Minnesota Environmental Rights Act (MERA), 1971.

Minnesota Field Archaeology Act, 1963 (M.S. 138.31-138.42)

This Act established the Office of the State Archaeologist (OSA) and directs OSA and the Minnesota Historical Society (MHS) to make recommendations for the preservation of archaeological sites endangered by construction or development on all public lands.

Minnesota Private Cemeteries Act, 1975 (M.S. 307.08)

This Act provides protection for marked and unmarked human burials and remains older than 50 years, located outside of platted, recorded or identified cemeteries, protection from unauthorized disturbance.

Minnesota Historic Sites Act, 1965 (M.S. 138.661-138.6691)

This Act creates a state register of properties "possessing historical, architectural, archaeological, and aesthetic values" for which adverse effects resulting from state funded or licensed projects must be mitigated.

Minnesota Rules Chapter 4410.4300 Mandatory EAW Categories

Subp.31 Historical places. This chapter discusses the filing of an EAW is required. Subpart 31 specifically states that an EAW is mandatory when a project (an undertaking with any level of government funding, licensing or permitting) results in total or partial demolition or moving of a property that is listed on the National Register of Historic Places or the State Register of Historic Places.

Minnesota Environmental Protection Act (MEPA) of 1973 (M.S. 116D-116D.11)

MEPA was set forth to protect environmental resources. The development of Environmental Assessment Worksheets (EAW) and Environmental Impact Statement (EIS) were set forth in this act. Regarding EIS, the act states, "Where there is potential for significant environmental effects resulting from any major governmental action, the action shall be preceded by a detailed environmental impact statement prepared by the responsible governmental unit." The purpose of the EIS is to describe the proposed action, analyze its significant environmental impacts, discuss appropriate alternatives to the proposed action and their impacts, and it explores methods by which adverse environmental impacts of an action could be mitigated. *The act also specifically protects cultural resources as stated in chapter 116D.02 (d).*

Minnesota Environmental Rights ACT (MERA), 1971

MERA allows for any individual to file suit against any person, agency, or other, including local government units, who is alleged "polluter". MERA creates a cause of action to protect, preserve, and enhance natural resources in the state. The Act defines "natural resources" as including all mineral, animal, and botanical, air, water, land, timber, soil, quietude, recreational, and *historical resources*. Scenic and aesthetic resources shall also be considered natural resources when owned by any government or agency.

The City of Elko New Market requests a full cultural resources survey, phase 1 to determine if there are unknown historical, architectural, and archaeological sites within the right of way of the transmission line and any particular easements that would be needed for said project. The City of Elko New Market has two National Register Sites, Kajer ,Wencl, Farmstead and New Market Hotel and Store.

- Kajer, Wencl, Farmstead, Co.HWY 2, New Market, #80002166, *Area of Significance: Agriculture, Period of Significance: 1900-1924.*
- New Market Hotel and Store, Main Street New Market, (also known as Shea's Hardware), #80002167, *Area of Significance: Architecture, Commerce, and Period of Significance: 1875-1899.*

Within the corporate limits maybe other structures of national, state or historic interest. The City is especially concerned with potential impacts to St. Nicolas Church and cemetery. The City requests a through investigation of potential impacts to the National Register Sites and the probability of additional sites being included either for the National or State Register of Historic Places. The survey must keep in mind it is imperative for the City of Elko New Market to retain its historic sites as part of the small town feeling the city is marketing.

Summary

The City of Elko New Market believes the Brookings to Hampton Transmission line will have significant impacts to the natural and human environment. The transmission line will bisect the community into north and south parts. This bisection will have a significant impact to community cohesion of neighborhoods within the City. These impacts will be to residences and businesses. Part of community cohesion within municipalities is associated with their recreational opportunities, which in this case center

around two areas that mirror the City of Elko New Market values. Wagner Park and the ball field associated with the "New Market Musk gee's" the municipality's town baseball team are important entities within the quality of life issue for the citizens. These two areas are a major gathering place for the citizens and would be a tremendous loss to the community, if they were negatively impacted by the proposed action. The opportunity for residents and business to relocate within the City is limited due to infrastructure. If residents and businesses move from the City will create a substantial impact to the City's tax base and services. These adverse impacts could also have a psychological impact to those citizens who have lived in the neighborhoods the majority of their lives. Elko New Market is like many other cities in Minnesota as a home to immigrant Americans. Extreme vigilance needs to be taken to ensure these low income or minorities are not disproportionately impacted. The City wants to ensure that no low income or minority is disproportionately impacted.

CSAH 2 is considered a "Gateway" to the City in which future plans are to maintain the scenic value of this corridor. The transmission lines will have a significant impact to the visual quality of the CSAH 2 environs. Not only the City, but the county and other private entities have many buried utilities along the Transmission line corridor that will be impacted by this project's construction. This gateway and city contain various systems that enhance the communications and safety of the Community. There is grave concern regarding the effects of the transmission lines on the 911 system and Scott County's 800 megahertz wireless system. There are concerns if the electrical currents from the Transmission system impact the Communities radio system for emergency services and have negative impacts on the cell phone system. These questions need to answer to ensure the safety and vitality of Elko New Market Citizens. Police, fire fighters and emergency service providers must be ensured their communication networks will not be impacted by the proposed action.

As was stated previously there are many locations the EIS route will impact natural resource areas. Within and adjacent to the proposed action alignment are high quality natural resources, such as oak forests, wetlands, cattail marshes and open water marshes. These natural resource areas are important to the citizens of Elk New Market's quality of life, where nature can be coexistent with humans. The wildlife that visits and/or lives in these reserves are part of the atmosphere we call Minnesota. The municipality's comprehensive plan addresses these natural resource areas and future long range development plans. Regional trails and the local trail system will give citizens an opportunity to use other modes than combustion engine vehicles to see nature and neighbors. Walking and biking not only allow for a greener city, but enhance healthy habits among all generations. The trail system is one tool in the tool box that the city is using to combat obesity and to promote a healthier lifestyle. Transmission lines will significantly impact this system that allows citizens an alternative mode to travel. Also, in its small way the trail system will have a reduction in the amount of petroleum used for combustion engine vehicles.

The City Elko New Market is promoting its small town character, while at the same time looking forward for population in the years ahead. Currently the City has two National Register Sites within the City limits. There are numerous other buildings and structures that need to be evaluated for historic value and either Federal/State Register status. The number of water courses and wetlands give a good probability there maybe pre-contact Native American sites in the vicinity. The City's long range planning is addressing this delicate balance between the areas past and its future. It is important that future citizens will see that the decision makers are dedicated in saving the heritage of the community, which gives the community character.

The City of Elko New Market believes the Brookings to Hampton Transmission Line alternative will have significant impacts to the City. The City requests the studies/analysis spelled out in this paper be conducted as part of the EIS alternative analysis. The City requests that it be informed of the studies, their methodology and process. The City requests that it become a consulting partner in the Cultural Resource

Review. Lastly, the City requests that the EIS proposer keep the City informed of all discussions that are applicable to EIS review regarding the City or adjacent environs.

References

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1 that going to be based on the information in your
2 environmental impact statement and your information
3 that you're gathering?

4 MR. EK: First of all, you're limited to
5 any comment you'd like. And as Paula stated, yes,
6 you can comment on land use and whatever it may be.
7 I'm not going to discount any of your comments,
8 whatever it may be.

9 I'm just trying to steer you toward the
10 draft EIS. As for our recommendations, we will use
11 the draft EIS, we will use information provided in
12 the hearings, just as the judge will. So we're
13 going to use all the information that's been going
14 through this process.

15 So, just as the judge, we will have our
16 own recommendations, using probably -- well, the
17 same information. Because we will be taking a look
18 at the comments that the judge receives, as well as
19 his report and his recommendations. So --

20 The first person is Dale Maul.

21 MR. NAGEL: Sorry, Mr. Ek -- there we go.
22 Mr. Ek, there are two of us. My name is Mark Nagel.
23 I'm the assistant city administrator for the City of
24 Elko New Market. N-A-G-E-L, I'm sorry about that.
25 And Dale Maul, M-A-U-L, who's on our city

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engineering staff.

We have three items that we want to enter into the record as it relates to the draft EIS specifically. We have a 12-page letter that goes to the completeness and accuracy of many of the items in the draft EIS that were submitted.

We are speaking specifically of -- let me get this right now, route alternative 5P-03, which is the one that goes right through the city of Elko New Market. And the second thing I'd like to do is read a brief letter from our mayor opposed to that route alternative.

Again, Dear Mr. Ek, the City of Elko New Market has reviewed and prepared comments on the draft EIS relative to the above-referenced route. The City returns the following overall findings: There are profound negative human impacts -- excuse me, human settlement impacts for the route and the impacts are greater than those for other routes.

Most of the impacts of the route are underreported. I will show you a brief, if you will, set of overheads that go to this point, specifically. Many of the impacts were not even considered, as per federal and state laws.

The City had submitted information dated

6

1 September 8th that it be requested -- considered
2 during the preparation of the EIS. It appears that
3 the information wasn't given attention in the draft
4 document. The information and the cover letter are
5 now resubmitted and you now have a copy of that.

6 We ask that it be placed in the official
7 comments record and, again, ask it to be fully
8 considered during the completion of the EIS to
9 ensure all of the impacts are recorded.

10 The next thing we'd like to give you is a
11 hard copy of a PowerPoint that briefly highlights
12 the City's primary concerns. The City remains
13 staunchly opposed to route alternative 5P-03. We
14 view the human settlement and the other impacts to
15 be intolerably destructive to the vitality of our
16 community.

17 We also believe no reasonable and
18 satisfactory mitigative measures were available --
19 or are available. We ask that the route alternative
20 be immediately dropped from further consideration.

21 As before, staff members and I can answer
22 questions. I just want to talk a little bit about a
23 copy of this -- comments on the draft EIS and speak
24 specifically to the human settlement matters.

25 What we have done is we have taken your

7

1 maps off the draft EIS and put this all on there so
2 that you can see it better, I think, as well for
3 completeness and accuracy.

4 The effects of the human settlement: It
5 looks like more than 170 homes will be impacted,
6 which is nearly 60 more homes than the next highest
7 alternative, okay. These numbers were underreported
8 in the draft EIS, and as you can see, we have that
9 in there on -- documented for you.

10 The potential impacts failed to consider
11 existing plans for future development. We have on
12 the boards a 117-unit assisted living facility.

13 MR. EK: People might not be able to
14 hear. Let me see if I can -- you might want to get
15 a little closer.

16 MR. NAGEL: Either that or cut my ankles
17 off, I guess.

18 MR. MAUL: Scott, we have some of these
19 available for the public.

20 MR. EK: Pardon?

21 MR. MAUL: We have copies of these
22 available for the public.

23 MR. EK: Oh, that's fine. You can hand
24 them out. Yeah.

25 MR. NAGEL: And as I said, it doesn't

consider future development, which includes a 117-unit assisted living facility which will be right on the route, 500 feet on either side, the Scott County Housing Redevelopment Authority senior housing facility that's on the board to be constructed next year.

At least 23 businesses were not in there. Impacts to homes, churches, and cemeteries and recreation areas and along with our public parks were not considered as well there, too.

We have here a map showing all that that's graphed onto your particular map so you'll be able follow that, I think, a little bit easier.

I also want to note, too, that the route SP-05 -- excuse me, the route 5P-03 will -- a portion of that route will cross within about a half a mile of Eagle View Elementary School. This is something that we believe should not happen as well, too. It will have a greater proportional effect to developed land than any other proposed route on the permit -- or on the route, excuse me.

So, with that, I think in terms of the effects to human settlement, as we walk through it, there are also effects to cultural resources that we have here. There are two archeological sites along

1 this route. There are at least nine inventory
2 properties that have been assessed for -- and must
3 be assessed for National Registry of Historic Places
4 eligibility. One property is within a half mile of
5 the 5P-03 corridor. And these numbers only really
6 represent what is known, an area should be surveyed
7 for other buildings that may need consideration as
8 well, too. We've got some pictures of the farmstead
9 and the hotel and store that are in the National
10 Register of Historic Places.

11 And finally, community cohesiveness and
12 long-term planning: Obviously, large towers will
13 create a negative and conspicuous division between
14 the areas north and south of 2. 150 feet of
15 right-of-way will severely limit parts of our 2030
16 comprehensive plan. 5P-03 places more than
17 14 percent of Elko New Market homes within 500 feet
18 of the transmission line.

19 Communications towers and city hall
20 control emergency services as daily city operations,
21 I think this needs to be assessed for the effect
22 that it would have on those as well, too. Obviously
23 the economic viability of the city will be
24 compromised, since when you go 500 feet on either
25 side of County Road 2, that's where most of our

10

1 commercial/industrial property is going to be
2 located in the future.

3 In conclusion, the City of Elko New
4 Market does not support 5P-03 as an alternate route
5 for the Brookings-to-Hampton transmission line.

6 Thank you very much, Mr. Ek. Please
7 review the comments that were submitted and may not
8 have been addressed right up here as well, too.

9 Thanks for your time, and I hope I didn't
10 take up too much of it.

11 MR. EK: No, not at all. Thank you.
12 Thank you, Mr. Nagel, for your comments.

13 And, actually, I just want to let the
14 folks know, this is a very good example of what
15 we're looking for in comments. So that's all. This
16 is a very good example. This is exactly the type of
17 stuff we're looking for when we respond to items for
18 a final EIS.

19 So thanks.

20 MR. NAGEL: Thanks. Mr. Maul has a
21 couple of comments.

22 MR. MAUL: Just a couple more
23 clarifications on the maps on P5-03 (sic). On the
24 maps in the draft EIS, it shows for impacts to human
25 settlement near I-35 on the eastern end of P5-03

11

1 that there's a recreation area that will be
2 impacted. That is not a recreation area, that's the
3 Elko Speedway. Well, I guess you could call it a
4 recreation area, it's a motorized speed -- but it's
5 like the symbol is shown, it's not -- yeah, the
6 picnic area type situation.

7 So we just wanted to bring that up to
8 you, too.

9 Thank you for allowing us to speak.

10 MR. EK: Thank you, sir.

11 Karen Priebe.

12 MS. PRIEBE: My name is Karen Priebe,
13 P-R-I-E-B-E, and I'm short.

14 First of all, I would like to provide for
15 you a resolution from the City of Hampton against
16 any route that would go through the city. And it
17 lists the concerns that they would -- that the
18 impacts would have on the City of Hampton as it
19 relates to homes, parks, businesses, et cetera. I
20 won't read that.

21 MR. EK: Thank you.

22 MS. PRIEBE: Then my other comments would
23 be as it relates to my personal property at 23820
24 Main Street in Hampton.

25 Your draft references wetlands, but I