

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

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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.

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- 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
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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."

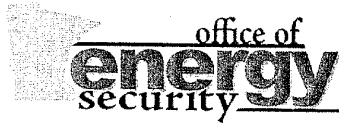
Additional mitigation measures would likely be a condition of a route permit if issued by the Commission. Depending on the final location of the project, permit conditions could include, but not be limited to, provisions such as a pre-construction inventory of existing biological resources, native prairie, 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



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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)

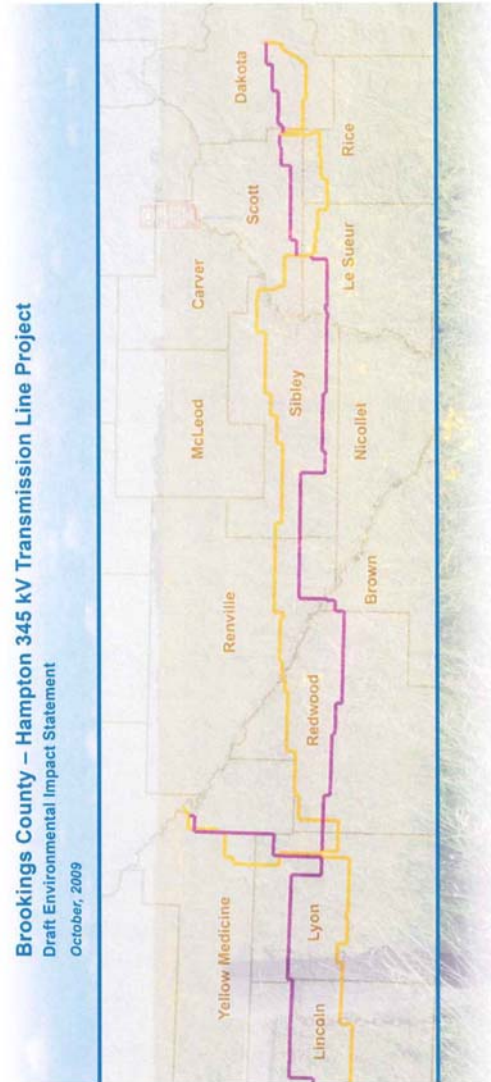
260b.

(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



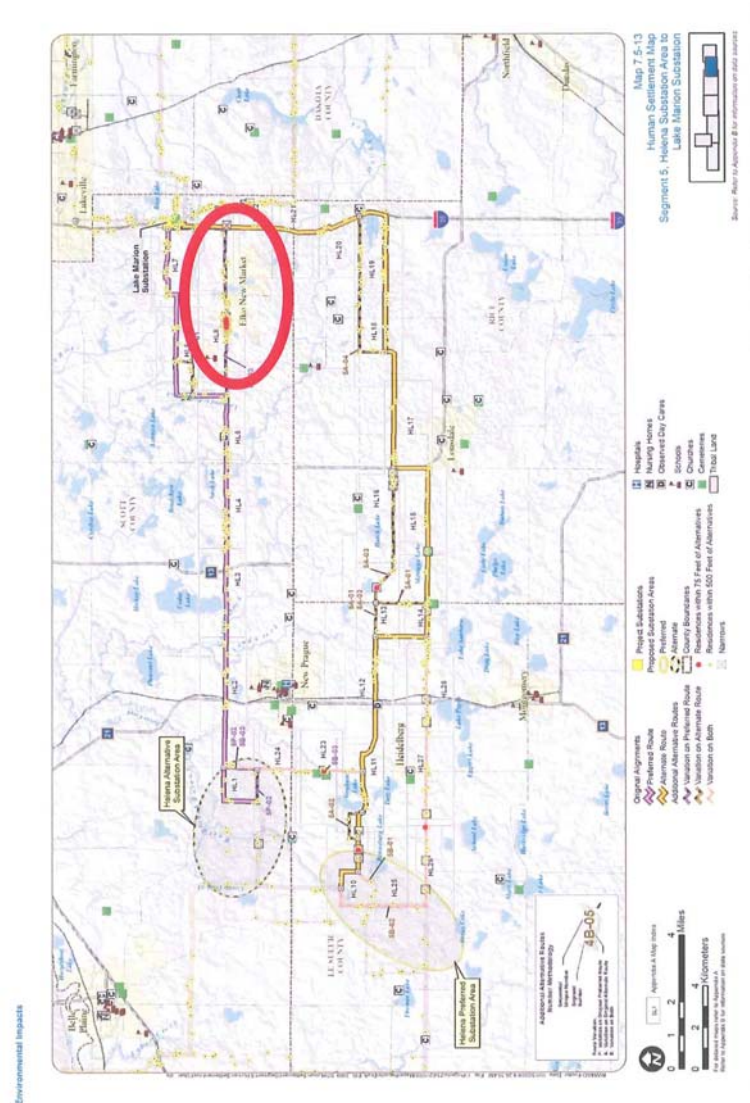
261a.

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



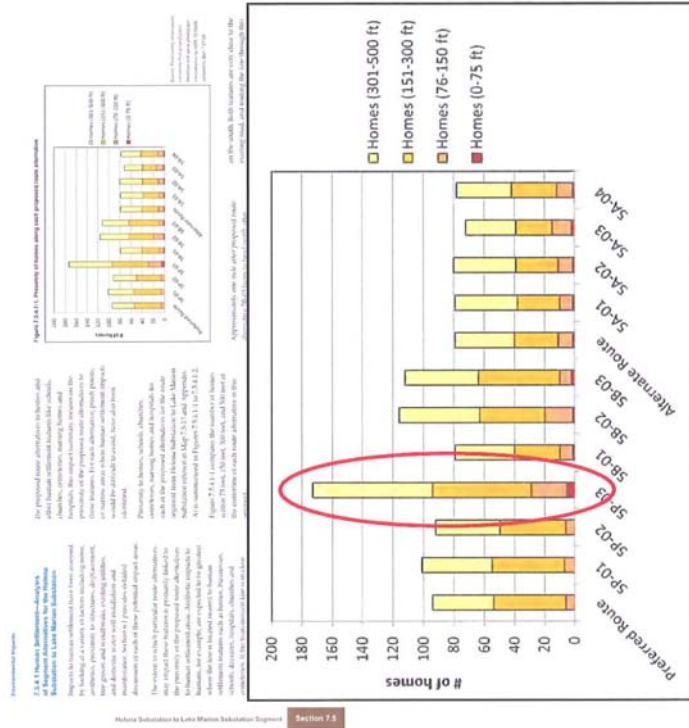
one of the slides in your comment letter, the DEIS does point out how congested the area is through Elko New Market, likely requiring difficult engineering or underground options to be required through this area. Please also see the discussion of “Problematic Route Segments” in Section 1.0 of the FEIS.

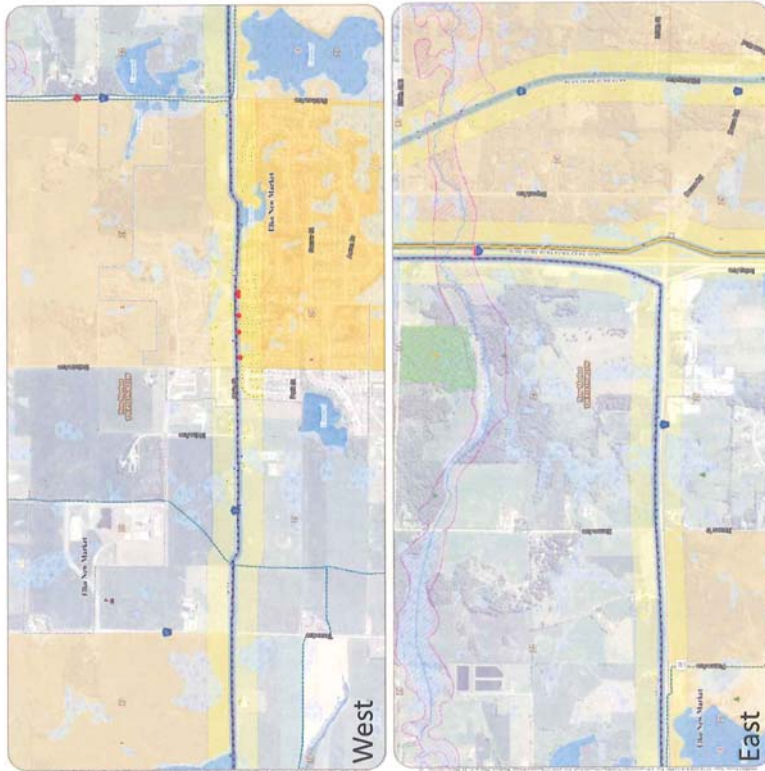
261c.

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





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

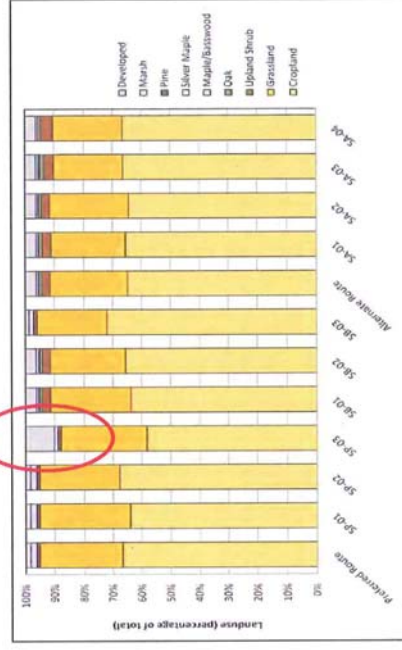


- Residential (6)
 - Businesses (24)
 - St. Nicholas Church
 - Cemetery
 - City Hall
 - ▲ Recreational Ballpark
- City Hall performs community services and houses emergency response facilities and a fire station
 - Ten acres of commercial lots with infrastructure will be impacted
 - Elko Speedway was 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

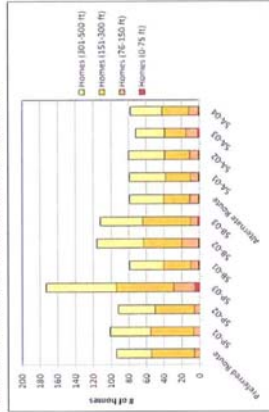
Figure 7.5.4.7-1. Land cover types along each route alternative



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.

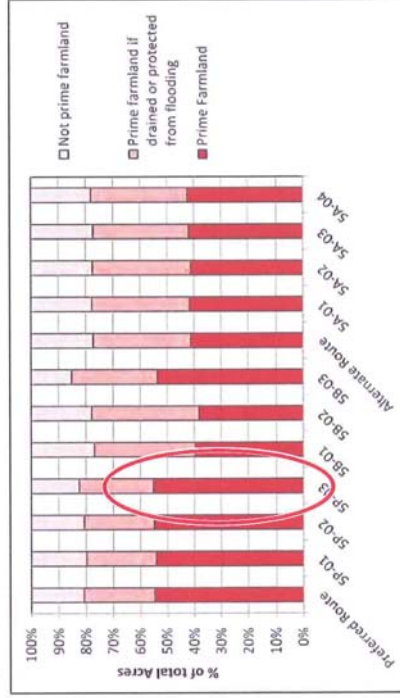
Mitigation

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

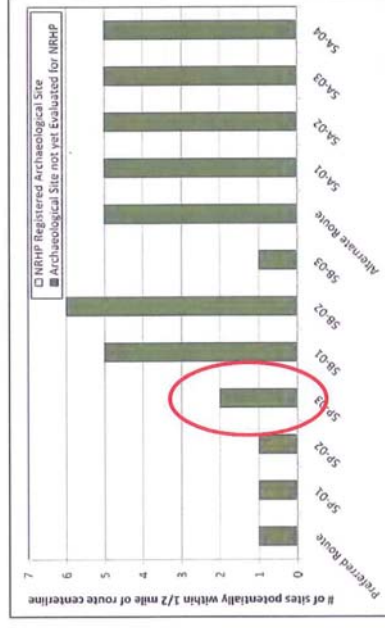
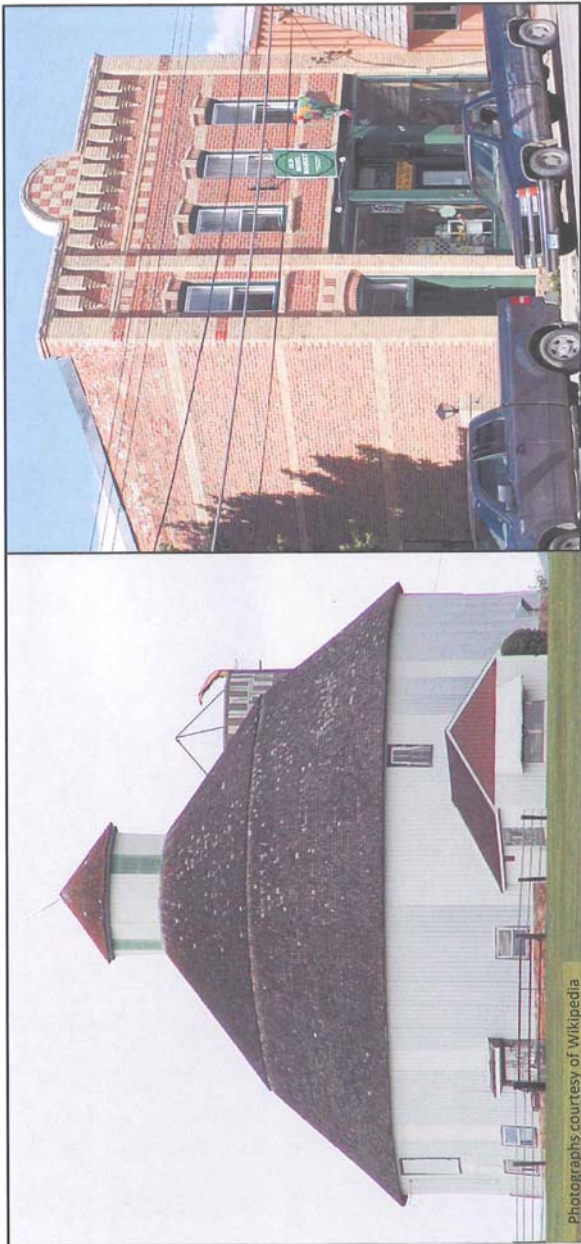


Figure 7.5.4.6-2. Number of historical architectural sites along proposed route alternatives



Effects to Cultural Resources

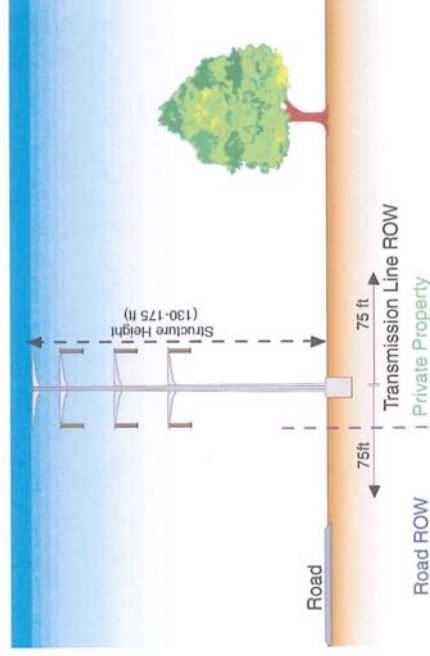


Photographs courtesy of Wikipedia

- 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

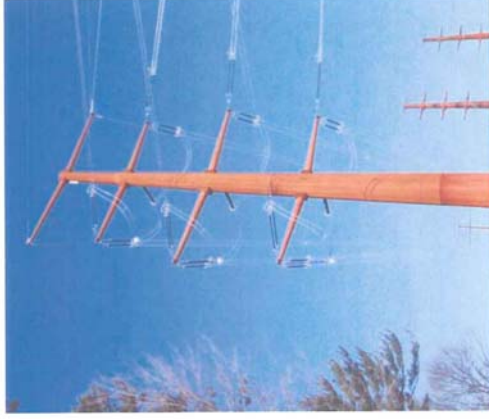
Community Cohesiveness and Long-term Planning

- 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.

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.

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2007 Travel and the Social Environment: Evidence from Alameda County, California.
Transportation Research D, Vol. 12, Issue 1.
- Yates, Thorn & Associates
2004 Population Health and Urban Form: A Review of the Literature, Smart Growth BC.

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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

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

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

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

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

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

What we have done is we have taken your

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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

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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

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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