

Resolution of the Hiawatha Transmission Line Advisory Task Force  
Regarding the Public Utilities Commission docket #: E002/TL-09-38  
Adopted August 5, 2009

If Xcel Energy's proposed Hiawatha Project High Voltage Transmission Lines must go in, the Advisory Task Force recommends:

1. The Hiawatha Project should not route overhead high voltage transmission lines through any south Minneapolis neighborhood, including but not limited to routes A, B and C.
2. Xcel should recover all costs for any alignment of the Hiawatha Project from its entire northern U.S. rate base (includes customers in the states of MN, ND, SD, WI, and MI) rather than from local ratepayers only.
3. The alignment of any Hiawatha Project underground high voltage transmission lines, including Route D along East 28<sup>th</sup> Street, must minimize adverse impacts on trees and maximize distance from homes.
4. Potential expansion plans east to a new substation near Highway 280, and west and south to a new substation near Nicollet Avenue and Highway 62, and potential capacity expansions of the proposed Hiawatha and Midtown Substations and high voltage transmission lines between them must be explained fully to determine if the Hiawatha Project is being segmented out of a larger project thereby skirting the Certificate of Need process, and to understand how such expansions could be avoided.
5. No greenspaces or trees along the Greenway should be adversely impacted.
6. The Advisory Task Force opposes underground high voltage transmission lines on the south shoulder of the Midtown Greenway (on Hennepin County Regional Railroad Authority Land or in the 29<sup>th</sup> Street right of way) unless it is determined that there are no major adverse impacts related to: (a) implementing future rail transit alongside the Midtown Greenway trails and the replacement of bridges that span the Midtown Greenway, and/or (b) future higher density development along 29<sup>th</sup> Street. In explanation, implementing trail transit in the Midtown Greenway alongside the cycling and walking trails will require widening the floor along many segments of the Greenway trench, such as with retaining walls to replace part or all of the north and/or south embankments, or moving the south embankment farther south or the north embankment farther north, or some other solution. At future rail transit stations in particular, the south embankment and adjacent land may be excavated to create space for station platforms and plazas. Finally, over time the roughly 100-year-old bridges spanning the Greenway will need to be replaced (two more are scheduled for replacement in 2010), and this will require a clear zone around the south bridge abutments for excavation, demolition and reconstruction. Regarding future development, the Midtown Greenway corridor is characterized in the City of Minneapolis-approved Midtown Greenway Land Use and Development Plan as a growth corridor where higher density residential development is anticipated along its edges over time. The legal and practical distance requirements for a new building foundation from an underground high voltage transmission line are unknown to the Task Force, as is

- the degree of developer resistance to building and marketing new housing very close to such lines. More information is needed regarding all of the above planned corridor uses or edge developments before it can be determined whether underground high voltage transmission lines on the Greenway's south shoulder should be allowed, and in the meantime this alignment is not acceptable.
7. Regarding the Hiawatha Substation: Xcel's proposed Hiawatha West site is not acceptable given the ten-year community process of planning public greenspace at this site; the new substation site should be decided by the community.
  8. Regarding the Midtown Substation: additional sites should be studied besides Xcel's proposed Midtown North and Midtown South, which are both bordered by affordable housing and contiguous with the Midtown Greenway at Oakland Avenue. If either of these sites is implemented, mitigation should include, but not be limited to, capital funding and ten years of maintenance funding for a previously planned public walkway on the north rim of the Midtown Greenway between Elliot to Portland Avenues.
  9. The Hiawatha Project, as part of any transmission line project approved, should include alternative means of addressing the electricity needs in South Minneapolis including aggressive commercial and residential conservation, electricity generation within the Midtown area such as with co-generation and photovoltaic panels, storage of electricity during off-peak time for use during peak times, along with grid updates and smart grid enhancements to manage a new mix of power demands, generation and storage.

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Additional note from Jim Walsh, Advisory Task Force member representing the Corcoran Neighborhood Organization (CNO): There was a discussion about this resolution at the CNO Executive Committee. That committee liked the resolution, but they would like to see it go even further in terms of questioning the appropriateness of an underground high voltage transmission line related to potential negative health impacts.