

**XCEL ENERGY NORTHERN COLORADO AREA PLAN**  
**9/22/2020 VIRTUAL TOWN HALL**  
**QUESTIONS AND ANSWERS**

1.

Question: What are the dimensions of the substation? Are the dimensions the same as the substation in Governor's Ranch? Why is it not placed in the alternate location where it already is an industrial area?

Answer: Live Answer:

(Rita Ruderman) First, the substation at Governor's Ranch will be decommissioned, so going away. While we don't have the exact dimensions of the substation site yet, depending on where it goes, we do need an approximate 10-acre site for the substation. That will help you get an idea of the general size. It doesn't mean we're going to be taking up the entire 10 acres—we never really do—but that would be the approximate footprint of the substation site fence.

(Jonathan Urrutia) Typically, we size our substations for any additional build requirements over the lifetime of a project. Ten acres is big enough for us to build for the lifetime of that project.

2.

Question: Please talk about noise and lights (night) and the size of the substation.

Answer: Live Answer:

(Jonathan Urrutia) We submit a permit with the state well in advance of the work we're currently doing, and the state has some standard requirements for noise and light levels, which we commit to meeting those requirements within the CPCN [Colorado Certificate of Public Convenience and Necessity] process. Xcel Energy will be in compliance with state requirements. Within a substation, there aren't many moving parts. We do have cooling elements for transformers and things like that that do contribute to noise, but they are within the state levels of acceptance.

(Kelly Flenniken) I would encourage you to visit our project website ([xcelenergynortherncoloradoareaplan.com](http://xcelenergynortherncoloradoareaplan.com)) where we will have answers to that question. We understand there are people who are going to live within the vicinity of the preferred locations.

3.

Question: (3a) Why is this placed in a residential town area where people already have chosen to live. Shouldn't it be out in the country where when the town expands people can choose to live by the power plant or not.

(3b) Isn't the industrial park a better place a better choice?

(3c) Did the town not recommend the alternative site?

Answer: Live Answer:

(Kelly Flenniken) The routing and the siting of this project has been determined by a very thoughtful and deep community engagement strategy. From that, we've been able to

determine that the railroad route has the least impact on the residences and agricultural uses compared to some other routes we looked at. It's also the shortest route.

(3c) Chat response: Thank you for your question. I hope it was answered to your satisfaction. If you have more specific questions, please submit a question or schedule an appointment on our project website and one of our experts can address your questions and concerns more directly

4.

Question: Alternative route down Eaton's 10 Street looks difficult to either allow a 150 foot clearance from residences and/or stay off of agriculture land. Please explain as I live in Hawkstone Estates and our land borders on 10<sup>th</sup> street?

Answer: Live Answer:

(Mike Doyle) When the transmission line is paralleling one of the county roads or one of the city streets, it would be located right on the edge of the road right-of-way, maybe five or 10 feet in from the road right-of-way. It's not really a full 150 feet needed on private property; there can be some overhang of the right-of-way over the road. Typically, we'd be looking at a 75- to 85-foot distance needed on private property. When it's adjacent to roads, that's how it would be situated.

5.

Question: For the red preferred route, is there a preferred substation location? Same for blue alternative route? Or is the substation location independent of the transmission line route?

Answer: Live Answer:

(Rita Ruderman) In an ideal world, we would be able to get permission from the railroad to be in the railroad right-of-way, and we would use that preferred substation location because of the ease for an in-and-out of the location from the railroad right-of-way and Highway 85. However, for the preferred route, the industrial substation site or the alternative site could also be used.

6.

Question: Can you talk more about the blue alternative route in terms of right of ways, landowner discussions etc. The red route is easy to understand – it will be in the railroad right-of-way if they accept your plan but will the blue route impact famers or other land owners [sic]?

Answer: Live Answer:

(Rita Ruderman) As everybody in this community knows, the Eaton and Ault areas are covered in some of the state's best agricultural and farmland. There is not a way for us to avoid routing this line on at least a few farms, but going along the railroad right-of-way and Highway 85 has created the least impact for farmland in this area.

7.

Question: How will Xcel Energy talk to impacted landowners on the alternative route?

Answer: Live Answer:

(Rita Ruderman) If we are pursuing an easement from a landowner, our land agents will set up a meeting--one of, I'm sure, several--with those landowners to go through the details of how our construction activities and permanent infrastructure will impact their farmland, and a mitigation plan that caters to the specific needs of the landowner will be created that satisfies both parties.

8.

Question: When do you think you will know if the UP [Union Pacific Railroad] approves their right away [sic] for the preferred route.

Answer: Live Answer:

(Kyle Lennon) We are continuously working with Union Pacific, having multiple conversations with them weekly, to try coming up with an expedited plan to get approval from them to share their right-of-way. We don't have a hard timeline or a hard date. What we were told is that, once we submit the application, it would be a minimum of six months, and that was before COVID-19 threw a wrench into everything. Like I said, we're working through it with them and trying to come up with a date that will work with both of us on the approval, and when we know more, we'll definitely make that information public.

(Kelly Flenniken) I would be remiss not to mention that we have already submitted our application to the Union Pacific for that. That was submitted a couple of weeks ago, so we're looking forward to hearing their decision and welcome any outreach that you might want to have with the Union Pacific to encourage approval.

9.

Question: Which side of 10<sup>th</sup> Street in Eaton will the alternative lines be run? There are many trees on north side along with buried irrigation lines and residential structures fairly close.

Answer: Live Answer:

(Mike Doyle) On the project website—and we recommend folks go visit the website and take a look at some of the information—is a map where you can zoom in and see the routes in pretty good detail. On 10<sup>th</sup> Street, the alternate route would generally be located on the south side of 10<sup>th</sup> Street, which is mostly agricultural property, on the edge of the fields. There is one residence we'd have to avoid, so there is a bit of a jog anticipated. When it gets to CR 39, it turns south and is generally on the east side of the street in that location. These are preliminary. The transmission line could still jump from side to side of the street if need be, so there's some flexibility there before finalizing the design. Right now, you can see the alignment in some detail on the project website.

Live Answer: Kelly Flenniken: The routing and the siting of this project has been determined by a very thoughtful and deep community engagement strategy. From that, we've been able to determine that the railroad route has the least impact on the residences and agricultural uses compared to some other routes we looked at. It's also the shortest route.

10.

Question: Will the dates of presentations to the Commissioners be published in advance so we are able to also attend the meetings?

Answer: Live Answer:

(Kelly Flenniken) Yes. We will be sure to share those dates with you.

Lucas McConnell: Kelly, as a former Area Manager, you certainly know this just as well as I do, but yes, there will be a public notice period that will be communicated with the public. There are some things up in the air with the timeframe of working with Union Pacific, so

we're hoping for winter 2020/spring 2021. We'll notify the public of that notice period, and you're certainly welcome to attend; we encourage it.

11.

Question: (12a) As landowners, how will the substation noise, lighting, and absence of view of mountains effect [sic] us?

(12b) The substation would be directly in front of us. How will this effect [sic]our country living?

(12c) Again, a concern about noise and lights. We live fairly close to the preferred site.

Answer: Live Answer:

(Jonathan Urritia) We work to try to mitigate as best we can the obstructions of the substations, we have a typical screen that we put in for fences and things like that that do help to some degree to protect the views for the landowners. As we get through the permitting and design process, we'll go into this with a little more detail. At this point, we're at the point of placement and trying to find the right spot, so we'll work on finer details as we progress through the process.

(12c) Chat Response: Thank you for your question. I hope it was answered to your satisfaction. If you have more specific questions, please submit a question or schedule an appointment on our project website and one of our experts can address your questions and concerns more directly.

12.

Question: Not sure that I understood the answer on substation location. Of the two sites noted in purple, which site is the preferred?

Answer: Live Answer:

(Rita Ruderman) Right now, the preferred substation site is the north site, right along Highway 85. The alternative substation location is in the Eaton industrial area.

13.

Question: Are you considering buried lines through town? Would this not eliminate most all of the concerns of all the citizens of both Eaton and Ault. You have buried the lines in Greeley. Even the alternate route around the city of Eaton is bordering neighborhoods!

Answer: Live Answer:

(Kelly Flenniken) This is a question we get quite a bit. Undergrounding is certainly not as straightforward as you might believe. There are a lot of technical challenges, there are impacts to the land that are pretty significant because of the easements and the infrastructure that has to go over. It's substantially more expensive, and in the case of this project, it is not really a feasible option, unfortunately. It's very difficult for transmission in general, so I wouldn't say just for this project only.

14.

Question: Will the homeowners that don't have land get some sort of compensation? (That's involved in the building.)

Answer: Live Answer:

(Kelly Flenniken) I would encourage you that, if you have very specific questions about your property or your impact, to schedule a meeting. Someone from Siting and Land Rights or project team will meet with you very specifically to talk through that. The way we negotiate and work on land acquisition is on a case-by-case basis between the Xcel Energy team and property owner(s) and landowner(s).

Chat response: Thank you for your question. I hope it was answered to your satisfaction. If you have more specific questions, please submit a question or schedule an appointment on our project website and one of our experts can address your questions and concerns more directly

15.

Question: Distance between each transmission pole?

Answer: Live answer:

(Keanan Harrold) The distance between poles varies, especially along the railroad route; there are a lot of things we have to avoid in that area. Generally, when we're in more open areas, we're probably 800 feet between poles.

16.

Question: Would you consider rerouting the alternate route to be farther away from the homes in the area.

Answer: Live answer:

(Kelly Flenniken) I believe the alternative route best represents what the community is looking for in the event our preferred route is not accepted by the Union Pacific, so I'm not sure that, at this time, we would consider an additional reroute as we're hopeful for our preferred route.