

RIVER FALLS TO HUDSON RELIABILITY PROJECT TO STRENGTHEN INFRASTRUCTURE AND SUPPORT GROWTH

INFRASTRUCTURE WILL SUPPORT EXPECTED RESIDENTIAL, COMMERCIAL AND INDUSTRIAL GROWTH IN AREA AND FURTHER IMPROVE RELIABILITY TO THE AREA

Project overview

As the populations of Hudson and River Falls continue to grow, the demand for reliable electricity rises in tandem. This growth places increased pressure on existing infrastructure, highlighting the need for modernized and expanded transmission lines and associated substations. Xcel Energy is proposing to build a new transmission line to connect the 115 kilovolt (kV) line north of River Falls to the 115kV line north of Hudson to provide voltage support for the area, running from the proposed Junction Mill substation (north of River Falls) to the proposed Sono Junction substation, to the existing Willow River substation (northeast of Hudson). The new line will provide the reliability necessary to ensure the region can support current and future energy needs. Additionally, area substations will be updated and constructed to support the line.

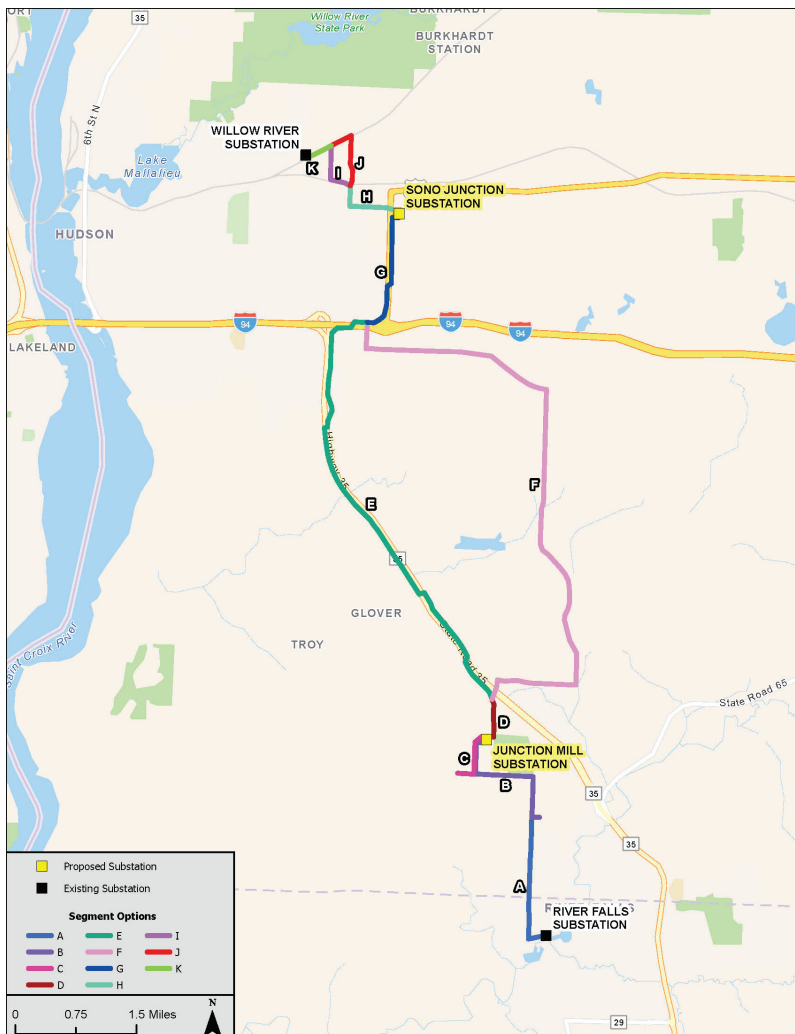
Project benefits

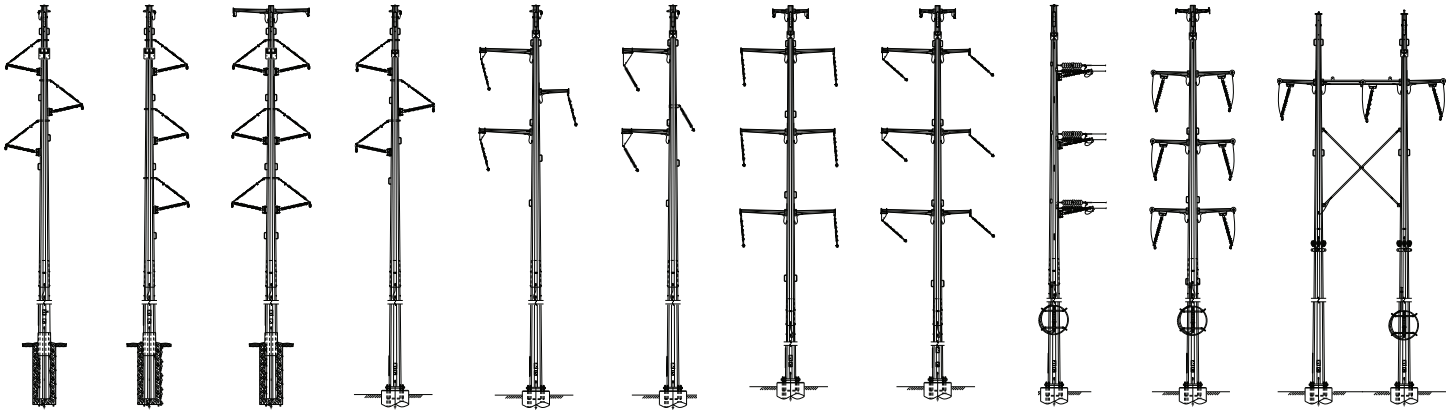
Xcel Energy is planning for increased demand for electricity in the region. The need to expand the grid to ensure continued electric reliability is paramount. This important transmission and distribution project will provide significant benefits to electric customers throughout the area and support residential, commercial and industrial development in western Wisconsin (particularly in northern Pierce County and into southern St. Croix County).

Proposed route segments

The proposed transmission route segments follow existing roads and infrastructure as much as possible. The project will begin at the River Falls substation and run north on the eastern side of Hudson, concluding north of Interstate 94 at the Willow River substation. Several possible route segments are under consideration to connect the proposed Junction Mill substation north of River Falls to the Sono Junction substation north of Interstate 94. Some segments described below are alternative route options, and some segments are without an alternative due to their location within the system or a lack of a viable alternative route. Only one route will be constructed.

- **Segment A:** A single circuit 69kV line that will replace the existing 115kV line.
- **Segment B:** A double circuit 69/115 kV line that will replace the existing 115 kV line.
- **Segment C:** A single circuit 115 kV line that will run north to Junction Mill.
- **Segment D:** A single circuit 115 kV line that runs north along Radio Road.
- **Segment E:** A single circuit 115 kV line that runs north along Highway 35 across Interstate 94.
- **Segment F:** A single circuit 115 kV line that runs east along Chapman Drive, north along County Road U, west along County Road N and north across Interstate 94.
- **Segment G:** A single circuit 115 kV line that runs north along Highway 12 into Sono Junction substation.
- **Segment H:** A double circuit 115 kV line that comes out of Sono Junction substation to the west and then turns north.





- **Segment I:** A double circuit 115 kV line that runs west along the railroad tracks and then turns north to intersect with an existing transmission line corridor.
- **Segment J:** A double circuit 115 kV line that continues north to intersect with an existing transmission line corridor.
- **Segment K:** Reusing the existing 115 kV circuit southwest along the transmission line corridor into the existing Willow River substation.

Regulatory process and review

Xcel Energy is committed to providing the public with opportunities to give feedback and recommendations on the proposed routes. Xcel Energy will begin the public outreach and regulatory processes ahead of filing a Certificate of Public Convenience and Necessity (CPCN) with the Public Service Commission of Wisconsin (PSCW) in early 2026. Using a combination of the route segment options described above, Xcel Energy will propose two end-to-end route options in its CPCN application to the PSCW. If approved, the PSCW will select one route option. Initial construction activities are anticipated to begin in 2028 and continue through 2031. Final route proposals will be determined after working with local landowners, local governments and other key stakeholders.

Contact us

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