

**BEFORE THE
PUBLIC SERVICE COMMISSION OF WISCONSIN**

**Joint Application of Dairyland Power
Cooperative, Northern States Power
Company-Wisconsin, and Wisconsin Public
Power Inc., for Authority to Construct and
Place in Service 345 kV Electric Transmission
Lines and Electric Substation Facilities for the
CapX Twin Cities-Rochester-La Crosse Project,
Located in Buffalo, Trempealeau, and La Crosse
Counties, Wisconsin**

Docket No. 5-CE-136

**DIRECT TESTIMONY OF PETER H. HOLTZ ON BEHALF OF
AMERICAN TRANSMISSION COMPANY LLC AND ATC MANAGEMENT INC.**

INTRODUCTION

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Q. Please state your name, employer, title and business address.

A. My name is Peter H. Holtz. I am currently Routing and Siting Manager for ATC Management Inc., corporate manager for American Transmission Company LLC (together “ATC”). My office is located at W234 N2000 Ridgeview Parkway Court, Waukesha, WI 53188.

Q. Please describe your background, including your educational and professional experience as it relates to this direct testimony.

A. I received a bachelor’s degree in business administration from the University of Wisconsin-Madison in 1974. After graduating in 1974, I was employed by Wisconsin Electric Power Company from 1974 to 2000. In 2000, I came to ATC and was responsible for ATC’s startup activities and the initial development of its public outreach and siting processes supporting a wide range of electric transmission line projects. In

1 2002, I became the Project Manager for the Arrowhead-Weston Project. I have
2 subsequently served as Manager of Asset Records and Applications and in May, 2010 I
3 assumed my current position.

4 **Q. Please describe your current responsibilities at ATC.**

5 A. My role is to provide support to major transmission line projects related to routing and
6 siting, public, agency and governmental group outreach and communication. I work with
7 project teams to adapt and apply the ATC techniques, technology approaches and
8 methods to address siting and other related public issues and ensure project goals and
9 deadlines are achieved.

10 **Q. What is the purpose of your testimony?**

11 A. The purpose of my testimony is to provide information as to which routes being
12 considered in this proceeding, known as the Hampton – Rochester – La Crosse 345 kV
13 Transmission Project (the “Project”), are preferred by ATC.

14 **Q. Why is ATC interested in which route is selected?**

15 A. The Project’s routes provide alternative connection points between the Project and ATC’s
16 Badger Coulee Project, which are in addition to the proposed Briggs Road Substation.
17 The goal of the Badger Coulee Project is to connect ATC’s 345 kV transmission network
18 in the Madison, Wisconsin area to a point in western Wisconsin, likely north of the La
19 Crosse area, which is within the project area of the transmission line that is the subject of
20 this proceeding. Routing a transmission line through the western portions of Wisconsin
21 provides a number of challenges. As part of ATC’s routing and siting process, we focus
22 on the statutorily defined routing and siting criteria. In addition we evaluate routes based

1 on: environmental impacts; landowner impacts; constructability; input from local
2 stakeholders; and cost.

3 After a series of field tours and the first set of public open houses, it became apparent
4 that, although not impossible, ATC would encounter significant difficulties routing a 345
5 kV line from Interstate 90 in La Crosse, north to the proposed eastern terminus of the
6 Project near Holmen. This area is constrained by the Mississippi River and the La Crosse
7 Airport on the west and bluffs to the east. The area between these constraints is heavily
8 developed. In order to identify sufficient alternative routes, ATC expanded the Badger
9 Coulee Project's study area to include an area north of La Crosse. This area provides a
10 number of advantages including the ability to co-locate with existing Dairyland Power
11 Cooperative and Northern States Power Company-Wisconsin transmission lines, fewer
12 environmental challenges and overall less development. As part of this study area
13 expansion, ATC identified five potential locations to connect the Badger Coulee Project
14 with the routes being considered in this proceeding.

15 **Q. Where is ATC proposing to interconnect with the Project?**

16 A. There are currently five identified interconnection points to the routes under
17 consideration in this proceeding. These are shown on the attached map labeled as Exhibit
18 1 and located at:

- 19 • A: Northwest of Arcadia and connecting to the Project's Arcadia Route;
- 20 • B: East of State Highway 93 and connecting to the Project's Arcadia Route.
21 Site B could also connect with the Etrick Connector Alternative Route;
- 22 • C: Southwest of Etrick connecting to the Project's Etrick Connector
23 Alternative Route (part of the Arcadia-Etrick Connector Route);

- 1 • D: East of U.S. Highway 53 connecting to the Project’s Galesville Route
2 (part of Q1-Galesville, Q1-Galesville with STH 88, Arcadia, or Arcadia-
3 Etrick Connection Routes); and
- 4 • E: In the Holmen area connecting to any of the routes being considered or the
5 Briggs Road Substation.

6 **Q. Does ATC have a preference for one or more of these sites?**

7 A. As noted earlier, there are considerable challenges to routing a 345 kV transmission line
8 to the Holmen area. This is due to identified constraints along U.S. Highway 53 in the La
9 Crosse area and along Interstate 90. ATC believes from an overall impact and
10 constructability basis the best sites for the Badger Coulee Project to connect to this
11 Project are sites A, B or C, because of the ability to co-locate with existing transmission
12 lines, fewer environmental challenges and the overall presence of less development.
13 Connecting at these sites can be accomplished by the Commission selecting any of the
14 routes being considered except for the Q1-Highway 35 Route (with or without the STH
15 88 Connector Alternative) and the Q1-Galesville Route (with or without the STH 88
16 Connector Alternative). Therefore, ATC prefers that the Commission select the Arcadia
17 Route or the Arcadia Route with the Etrick Connector Alternative for the Project
18 proposed in this proceeding.

19 **Q. If ATC’s preferred routes are not chosen by the Commission, what will be the**
20 **impact on the Badger Coulee Project?**

21 A. Connecting the Badger Coulee Project to the Q1-Highway 35 Route or the Q1-Galesville
22 Route will be more difficult, more expensive and have more environmental and
23 stakeholder impacts, but the Badger Coulee transmission line could be sited and built to

1 make this connection. Additionally, as noted in Mr. Burmester's testimony, the multiple
2 benefits of the Badger Coulee Project will occur irrespective of the specific
3 interconnection point selected for the Hampton-Rochester-La Crosse Project.

4 **Q. Does this complete your direct testimony?**

5 A. Yes.