

**BEFORE THE  
PUBLIC SERVICE COMMISSION OF WISCONSIN**

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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. 05-CE-136

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**COMMENTS ON BRIEFING MEMORANDUM AND DECISION MATRIX BY  
AMERICAN TRANSMISSION COMPANY LLC AND ATC MANAGEMENT INC.**

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American Transmission Company LLC and ATC Management Inc. (collectively “ATC”) appreciate the opportunity to file the following comments on the Briefing Memorandum and Decision Matrix in the above-captioned proceeding before the Public Service Commission of Wisconsin (“Commission”). ATC commends Commission staff for its extensive and thorough work on the Briefing Memorandum and Decision Matrix and offers the following brief comments to clarify two issues discussed therein.

**I. COMMENTS.**

**A. ATC Interconnection Location.**

The Briefing Memorandum states that ATC prefers interconnecting its proposed Badger Coulee Project with the project proposed in this proceeding “at one of five points north and west of the village of Holmen near the city of Alma or the villages of Arcadia or Galesville.” (Briefing Memorandum at 9). However, ATC did not discuss interconnecting near Alma in its testimony or brief; nor did ATC express a preference for five alternative interconnection points. Instead, ATC stated that although it could interconnect with any of five identified interconnection points, it prefers any one of three interconnections points. The interconnection

points that ATC prefers are near Arcadia (Point A); west of Ettrick (Point B); or near Ettrick (Point C). (Direct-ATC-Holtz-3-4; Surrebuttal-ATC-Holtz-5-6; Ex.-ATC-Holtz-1; ATC Initial Brief at 6-7). ATC prefers these locations due to considerable routing challenges in the Holmen area. ATC does not support an interconnection point for its proposed Badger Coulee Project east of Galesville (Point D) or near Holmen (Point E).

**B. Issues 8g and 8h: Arcadia and Arcadia-Ettrick Routes.**

In the discussion of which parties prefer the Arcadia and the Arcadia-Ettrick Routes, the Briefing Memorandum and Decision Matrix do not mention that ATC supports both of these routes. (Briefing Memorandum at 37-39; Decision Matrix at 12-13). In order to accommodate interconnection near Arcadia (Point A), west of Ettrick (Point B), or near Ettrick (Point C), the Commission would need to select either the Arcadia Route or the Arcadia Route with the Ettrick Connector. (Direct-ATC-Holtz-4; Surrebuttal-ATC-Holtz-5-6; Ex.-ATC-Holtz-1; ATC Initial Brief at 2, 6-7, 11). Therefore, as stated in its testimony and brief, ATC prefers either the Arcadia Route or the Arcadia Route with the Ettrick Connector. ATC therefore requests that the Decision Matrix be amended to include, under Issues 8g and 8h, reference to ATC's support for either the Arcadia or the Arcadia-Ettrick Route.

**II. CONCLUSION.**

ATC appreciates the Commission's consideration of these comments and respectfully requests that the Briefing Memorandum and Decision Matrix incorporate and reflect the modifications discussed above.

Dated this 30th day of April, 2012.

Respectfully submitted,

**AMERICAN TRANSMISSION COMPANY LLC**  
**BY: ATC MANAGEMENT INC.,**  
**ITS CORPORATE MANAGER**

*/s/ Patrisha A. Smith*

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