



CITY OF WAUWATOSA
7725 WEST NORTH AVENUE
WAUWATOSA, WI 53213
Telephone: (414) 479-8917
Fax: (414) 479-8989
<http://www.wauwatosa.net>

COMMITTEE OF THE WHOLE
Tuesday, July 17, 2012 – 6:30 p.m.

PRESENT: Alds. Berdan, Birschel, Causier, Donegan, Dubinski, Ewerdt, Hanson (6:32 p.m.),
McBride, Moldenhauer, Pantuso, Roznowski, Tilleson, Walz-Chojnacki, Wilke,
Wilson (6:40 p.m.) -15

EXCUSED: Ald. Organ

ALSO

PRESENT: Mr. Kesner, City Attorney

Ald. McBride in the Chair

Alternate Routes for the ATC Western Milwaukee County Electric Reliability Project. Ald. McBride explained that the purpose of this meeting was to apprise committee members of the American Transmission Company (ATC) transmission line western route alternatives currently under discussion.

It is generally acknowledged that electric power is needed for future development, and the area around the county grounds is at the center of this discussion. ATC will need to install transmission lines; one step in the process is securing certification of public convenience and necessity from the Public Service Commission (PSC).

(Ald. Hanson present 6:32 p.m.) -14

Mr. Kesner explained that WE Energies has to negotiate land transactions with Milwaukee County relative to a proposed power substation on the county grounds, so the selection of the final ATC route(s) has been delayed somewhat, giving the city additional time to recommend a preferred option.

The number of proposed routes has been narrowed from nine to three main alternatives. Other stakeholders ('interveners') in this decision-making process include Milwaukee Montessori School, the City and the County of Milwaukee, St. Therese Catholic Church, Wisconsin Lutheran College, and People-Friendly Power.

The project application was filed on February 27, 2012; a pre-hearing conference was held on May 9, with applicant testimony originally scheduled for July 13. However, the new schedule depends on the County and ATC resolving their land issues. The PSC established an informal deadline of

August 29 to withdraw the application and resubmit it later. Interveners' briefs will likely be due by mid-October, with a public hearing probably being scheduled near Thanksgiving. Party hearings will also be held the same day and will continue in Madison the next day, if necessary. A decision from the PSC is expected in February 2013. ATC wishes to begin construction in the summer of 2014.

Mr. Kesner stressed that although the new schedule gives the city and other stakeholders more time to study alternatives, it is still critical that a unified recommendation eventually be made to the PSC. Absent that, the PSC is free to choose whatever route it feels is the shortest and most cost-effective.

The routes from the west proposed by ATC are not desirable; the city needs to take the opportunity to define other, more acceptable routes. Wauwatosa is the most impacted community with respect to the western route choices. Other interveners are willing for the city to take the lead on the western route if they can support the recommendation. Other stakeholders will take the lead on the southern route; the City of Milwaukee, Milwaukee Montessori School, and St. Therese Catholic Church are the most impacted by the south route.

Initially, ATC thought that two southern routes only (no western route) were needed. However, the PSC prefers one southern route and one western route.

ATC's proposed routes are as follows:

Underwood Parkway Route B – All above ground; south of Watertown Plank Road; starts on Underwood Parkway and goes above the Oak Leaf bike trail and over future economic development areas and near UWM's Innovation Park. ATC is now saying option "23UG" is underground under Watertown Plank Road. The overhead line would significantly damage the proposed economic development area. It is proposed underground right along the proposed Discovery Parkway and to the substation on the county grounds.

Route A Walnut Road – Originally, eight unsecured structures would have been erected on Walnut Road; this has been modified to three structures and two replacement poles for the lattice towers; still very imposing. This route would go in the front yards of the residences between N. 120th and N. 116th Streets, and would require clearing trees on the north side of Walnut Road. No trees could be planted as replacements. The route would go across 'Mt. Tosa' and down Hwy. 100.

Seven alternates have been proposed; ATC has commented, in varying degrees of detail, on these proposals in a July 13, 2012 discovery report. All seven end at the substation on the county grounds north of Watertown Plank Road.

Alt. #1 – Walnut Road underground in pavement with 23UG; overhead east of N. 113th Street, overhead south along Mayfair Road, then underground along Watertown Plank Road.

Alt. #2 – Same route as #1, but underground along the entire route.

Alt. #3 - All of the route is along Watertown Plank Road and is underground. This option has technical difficulties.

Alt. #4 – Same route as #3, except it starts from the south along the power lines between N. 119th and N. 120th Streets

Alt. #5 – Begins along Diane Drive, to N. 115th Street, east along Watertown Plank Road, all underground

Alt. #6 – Overhead from N. 119th & Burleigh, east on Burleigh, then south along Hwy. 45, crossing over Hwy. 45 south of Locust Street, over to the Union Pacific rail corridor, then south again along Hwy. 45 to Watertown Plank Road; underground on Watertown Plank Road

Alt. #7 – Southerly route, all underground, coming north from the Cannon Park area on N. 95th Street, then east on Wisconsin Avenue, then north through the county grounds along N. 92nd Street, then west on Watertown Plank Road to the substation on the county grounds.

An underground route along Walnut Road could mean lines would be laid between water mains and sewer lines. This is possible, but the Water Utility is concerned about proximity (within 15” at some points) to the high energy power line. The Utility would rather not be this close and may consider moving the water main to the north, a less invasive prospect than is routing the power line there.

Another option along Walnut Road concerns the sanitary sewer on the south side of Walnut Road. It is scheduled for replacement in five years already; perhaps it could be rebuilt within the road and ATC could use some of this space being vacated. ATC has not evaluated this sanitary sewer option yet.

Mr. Kesner stated there are still many unanswered questions and these may be submitted to ATC, or follow-up meetings with ATC may be scheduled. The city has a consulting engineer, economic consultant, and environmental consultant, if needed.

Because of potential impacts on residential areas of Walnut Road, particular attention is being paid to any route proposal along this street. Some residents already live near power lines and could be faced with new structures unless modifications occur.

North Avenue may come into play as a potential route, though the added distance could add a cost of \$4-6 million per mile.

Evaluation of Watertown Plank Road options will continue, as it is the shortest underground route.

Ald. Birschel observed that North Avenue contains a median (from approximately N. 124th Street) east to Serafino Square (9900 block of W. North Avenue). Could the median be used as an underground route? It is less expensive to trench in earth than it is through pavement. He also opined that Diane Drive might be another option to consider.

Mr. Kesner stated that ATC has been asked to identify other locations besides Walnut Road where a ‘drop’ could occur

In responding to Ald. Donegan’s query about whether ATC has given any compelling reasons to eliminate any options, Mr. Kesner stated that ATC tends not to provide much evaluation about options it feels are undesirable. The city’s representatives will follow up with ATC in an effort to learn why an appropriate level of analysis is not done for certain proposed routes.

Mr. Kesner added that there are difficulties with all of the alternate routes. A Walnut Road option seems to be the most effective. A Watertown Plank Road option is also a possibility, but it has more

significant technical difficulties. The city's engineer is examining these challenges. Diane Drive is a good option, but ATC wants to use overhead lines in that location.

Ald. Donegan stated that option #6 does not invade neighborhoods as it follows the freeway and the railroad tracks. Mr. Kesner noted that if the lines are proposed to be overhead along Hwy. 45, however, there are some residential properties in close proximity; there is also concern that inadequate right-of-way exists for another line. Additionally, the city's position is that overhead lines are undesirable. It is best practice in urban area to use the underground option where possible.

Ald. Roznowski asked whether the 'drop structures' that could be near Breitlow Field and the Fisher building would be included in both the Walnut Road and North Avenue options. Mr. Kesner stated that the city's expert is researching this matter; one issue of concern is the difficulty of performing 90-degree turns underground, and going underground below an overhead route.

In response to a query, Mr. Kesner stated that the city's expert is being asked to evaluate ATC answers on the existing proposals in terms of validity and accuracy. He will also help the city to provide answers to questions on its proposed alternates, as the same level of data will be required of the city as is required of ATC.

There being no action required, the meeting adjourned at 7:38 p.m.

Carla A. Ledesma, City Clerk

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